

DISTRICT ELEVEN NORTHERN REGION

NORTHWIND



U.S. Naval Sea Cadet Corps & Division 5 Team Up for Sea Cadet OPTREX

United States Coast Guard Auxiliary, America's Volunteer Lifesavers

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



October, 2010

Editorial Pursuant to the recent Memorandum of Understanding between the USCG Auxiliary and the Navy League U.S. Naval Sea Cadet Corps Bill Kinsey planned and executed an OPTREX utilizing the Incident Command System pattern involving Contra Costa County Sea Cadets Diablo Squadron & Division Five USCGAUX. This was the first such joint operation conducted. *George C. Knies DSO-PB*

This edition delayed publishing in order to include Fleet Week 2010 Photos

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

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Michael L. Williams, DCO Transitions

Each fall, following our National, District, Division and Flotilla elections, our newly elected leaders begin the transition process to assume their new responsibilities in support of our Auxiliary missions. The District will conduct Leadership Training to meet our mentoring and member development responsibilities. I ask you as members to assist your newly elected leaders by giving them a hand in the areas of Recruiting, Training and Retention.

LEADERSHIP TRAINING AND DEVELOPMENT

It is critical that we identify potential leaders and provide them the opportunity to serve in positions of increasing responsibility. To that end, we started two years ago with elected leadership training. This year we continue to provide that training. In the past, the Elected Leader Training was held in January at our Board and Staff Meeting at Coast Guard Island. This year, we have moved the training to the November Board and Staff Meeting weekend. This will enable the Senior Leadership to not only provide guidance and direction for the New Year, but also inform the new leaders of their responsibilities that face them in the immediate future. Conducting the training before the new leaders officially assume office will let them get a quick start on their administrative and planning responsibilities.

RECRUITING

I believe that our number one priority is to recruit new members. We must develop strategies, and programs that will enable us to reach more potential members. We have many tools available to us. Students who attend our public education courses have been a primary source of new membership. A reliance on public education courses to provide us with new members may not produce the manpower that will enable us to perform the missions we have accepted.

The vessel safety check program provides another opportunity to visit with potential members. This is a great opportunity to visit with the skipper, first mate and crew of the vessel and visit and tell them about the Auxiliary and how they can join us. We need to figure out a way to assist younger, potential members, balance the needs of their families and employers, and yet be active members. We need to make every effort to insure a constant flow of younger members in the pipeline. New members provide us with fresh ideas, talent, skills, ability and a source of leadership to move us forward.

I urge each of you to think outside the box. Offer assistance to your newly elected leader, seek opportunities to visit and befriend new and potential members. Stand watch at a boat show and think to yourself, "What can I do to bring in one new member this year?"

TRAINING

As members join our ranks, it is incumbent for us to make certain that mentors are assigned to guide them through those first critical months. The training which we offer must be of the highest caliber and quality. Our instructors must be highly qualified, capable and engaging. We must manage their expectations; tell them up front of the time and effort that is required to become a qualified Instructor, Vessel Examiner or Crewmember. I urge each of you who are qualified and capable to step forward and assist your leaders by volunteering to mentor a new member.

RETENTION

I firmly believe that we should make a special effort to retain members. This may involve developing and adjusting our fellowship activities. We should support our leaders to participate in a meaningful way in well organized and well conducted flotilla meetings. It normally takes less energy and effort to retain current members than to recruit new ones.

FINAL THOUGHTS

I want to thank the hundreds of dedicated members of District Eleven Northern Region, for their support and encouragement these past two years. I have been deeply rewarded by the inspiring leadership, activity and support of your elected leaders at the flotilla, division and district Level. Those of us who have been elected realize our primary task is to support YOU, the member of this great volunteer organization. We are charged with the responsibility to knock down the barriers that limit your effectiveness in accomplishing the missions and tasks that you have so willingly accepted. As we commence the transition to a newly elected district leadership and in some cases division and flotilla as well, I urge each of you to assist your newly elected leaders as they assume office in moving our organization forward. We have many challenges, but the rewards of accomplishing a difficult mission with great friends working together is well worth the effort.

A GREAT BIG BRAVO ZULU FOR YOUR SUPERB EFFORTS AND ACCOMPLISHMENTS THIS PAST YEAR.

CELL PHONE POLICY (During Patrols) by George C. Knies DSO-PB

WASHINGTON — The U.S. Coast Guard is reviewing a National Transportation Safety Board recommendation last month that the service develop policies on the use of cellular phones on Coast Guard vessels, as well as issue a safety advisory to the marine industry on the possible dangers of crewmember use of electronic communications devices such as cell phones, smart phones and personal data assistants.

The Coast Guard issued guidance July 16, 2010 to its personnel prohibiting the use of these devices by operators of Coast Guard boats and also restricted their use by other crewmembers.

“While cell phones and texting devices have become ubiquitous in everyday life, the internal Coast Guard policy issued in July prohibits their use on Coast Guard boats without the permission of the coxswain, said Lt. Cmdr. Chris O’Neil, a Coast Guard spokesman. “The policy also strictly prohibits the use of these devices by the coxswain, or the operator, of a Coast Guard boat.”

Cell phones and texting devices may be useful communication tools if boats lose a marine radio signal or as alternate means of communication to a marine radio.

The Coast Guard takes the NTSB recommendations seriously and will provide a response to the letter upon a thorough review.

The NTSB recommendation comes amid investigations into two collisions involving Coast Guard boats, but does not draw any conclusions that the use of electronic devices was a cause of those accidents. NTSB and Coast Guard investigations into those two accidents are ongoing. The San Diego Civil and Criminal litigation is still in progress.

NTSB urges Coast Guard create a policy on cell phone use (08-11) 10:55 PDT LOS ANGELES, (AP) -- *A federal agency says crew members on two Coast Guard boats involved in separate collisions last December were using cell phones or similar wireless devices.*

The National Transportation Safety Board stressed Wednesday it has not determined the causes of the collisions in San Diego Bay and Charleston, S.C. The agency says crew

members were using the devices for texting or conversations unrelated to vessel operations. The NTSB did not say how many crew members were using wireless devices or what their roles were in vessel operations.

The agency is recommending the Coast Guard develop a policy on use of the devices. In San Diego, a Coast Guard boat collided with another boat, killing a child and injuring four people. In South Carolina, a collision with a small passenger vessel injured six.

REPORT FAULTS COAST GUARD FOR FATAL CRASH:

A Coast Guard investigating officer has found no legal justification for a deadly collision last year between a Coast Guard boat (33-foot special purpose craft) and a smaller vessel before a holiday parade in San Diego.

Cmdr. J.R. Hamilton USCG issued the report after reviewing evidence last week against three Coast Guard members charged in the December crash that killed 8-year-old boy.

The collision occurred as boats were gathered for an annual Christmas boat parade. The Coast Guard boat was responding to a report of a grounded vessel when it rammed a pleasure boat.

The report says the Coast Guard should have known that driving the boat fast in a crowded harbor would be dangerous. (*See page 17 for further information*)

Coast Guard Cell Phone Policy

BACKGROUND: CELL PHONES, IPHONES, AND PDAS, SUCH AS TREQ DEVICES, HAVE BECOME A COMMON COMMODITY IN EVERYDAY LIFE. MOST COAST GUARD MEMBERS HAVE THEM AND, AS SUCH, AN EXPECTATION OF CONSTANT COMMUNICATION HAS DEVELOPED. HOWEVER, IT IS APPARENT THAT THESE DEVICES CAN EASILY BECOME A DISTRACTION DURING THE CONDUCT OF OPERATIONS.

ACTION: THE USE OF CELL PHONES/TEXTING DEVICES AND PHONE-APPLICATIONS ABOARD BOAT FORCES ASSETS IS NOT AUTHORIZED WITHOUT THE PERMISSION OF THE COXSWAIN. AT NO TIME WILL THE OPERATOR OF THE BOAT USE A CELL PHONE OR TEXTING DEVICE.

EXECUTIVE COMMITTEE “BRIDGE” DISTRICT 11N 2011-2012



LAW LOG

Legal Navigator—Staying the Course

Rob Firehock, DSO-LP



Many institutional legal departments seem to engender reputations as nay-sayers, roadblocks to program implementation and innovation. The popular mythology portrays them reefing the sails as soon as they fill, falling off whenever possible and staying in port as the default choice.

Your D11NR legal staff works a different course. Our goal is to serve, to find a way for you to accomplish your mission, to get done what you want to get done, but, and this is an important but, to do so without exposing you to foul winds, dangerous shoals and rogue waves. It's not that complicated (staff, have I given away a trade secret?). The Manual guides us, sometimes in general terms, sometimes with specific rules. In most cases, working with you, we'll find a way to accomplish your objective. It may not be the way you thought you wanted to do it, it may not be the precise result you expected, but our goal is to come as close as we can to achieving what you want to accomplish without violating Coast Guard policy.

There are some specific areas where legal review, or guidance, depending on your perspective, is required. Donations, standing rules, formal discipline, these are a few of the areas where a specific role for the DSO-LP and staff are called for in the Manual. We do the prohibited source analysis, we sign the standing rules, we

advise on formal discipline. You can't avoid us there. My suggestion is that you shouldn't try to avoid us elsewhere either. We see lots of ideas, and we work to make them reality, so we truly can help shape your program so it fits into the Coast Guard plan.

This is not to say that Legal needs to poke its nose into every activity; we have no interest in that, even if we had the time (think: life, other than Auxiliary). But we'd prefer to save you grief, and us having to be bearers of bad news, by getting involved in unique and 'forward leaning' undertakings sooner rather than later. This isn't an Auxiliary issue. Speak to most counsel and they will bemoan their client's penchant for showing up *after* they are in trouble. "If you had just asked me first...". Of course, working by the hour most lawyers are more than happy to spend ten times as long digging you out of the hole you dug, when 30 minutes at the front end might have avoided the situation altogether. This calculus doesn't apply to your volunteer Legal department, however, so our plea is advance notice, and our promise is prompt and creative advice.

Think of us as your navigators. You set the destination and suggest a general course. Our mission is to plot a specific track and keep you on it, avoiding the rocks, taking advantage of currents, following the aids to navigation and assuring a safe arrival for all.©

Day on the Bay Easter Seal, USCG, USCG Auxiliary & Corinthian Yacht Club-Rick Saber



Skippers & Crews just prior to sailing on the Bay



USCG 47' motor lifeboat



Justin Capehart & Rick Saber



Captain Justin receiving his certificate of accomplishment



Aux facility *Sunrise* with Coxswain Rae Kleinen as rescue vessel for CG Helo



Justin jumps right in as a helmsman



Harold the Wonder Fish helps out with the Safety Briefing to the crowd at the Corinthian Yacht Club



Photos provided by Rick Saber's Camera

The PLATINUM COAST GUARD

By Master Chief Boatswain's Mate Ray Bollinger, USCG Reserve (Ret)

To assist with friend/foe identification of ambiguous small craft in mixed-use waters, we need the committed help of the all-volunteer Coast Guard Auxiliary and their uncompromising guardian ethic

In the October 2009 issue of *Proceedings*, then-Coast Guard Commandant Admiral Thad Allen cited certain tasks that could mitigate the threats posed by small craft manned by hostile operators. Two were inexpensive and offered immediate improvement. First, we must "develop a strong partnership with the small-craft community to enhance maritime domain awareness." Second, we must "improve coordination, cooperation, and communications between the public and private sectors as well as our international partners."

The Commandant's article addressed these ideas in terms of the Coast Guard's relations with such national and international stakeholder groups as the International Maritime Organization's Maritime Safety Committee and the various state boating law administrators. Unfortunately, here at the deckplate level, we often consider such necessary cooperation as analogous to elephant mating: high-level activities amid much noise that take two years to yield results. Too often left unexamined are the needs of Coast Guard personnel who control the press-to-talk button and watch for errant small craft. For example, what does the (hypothetical) third-class boatswain's mate "Luckless" need to improve the deterrence value of his patrol activity and eliminate dangerous misunderstandings? What does GS-11 vessel traffic controller "Crash" need to establish communications with the unrepentant miscreant recreational boater running full speed through the security zone of the tanker? I will speak for them, since I've occupied both positions.

In the words of the prison warden in the 1967 film *Cool Hand Luke*, "What we have here is a failure to communicate," and that's what really chaps the boatswain's mate and traffic controller when the small craft violates a security zone. And little wonder. Many of the smaller commercial launches and fishing vessels and nearly all recreational boats are not subject to the Vessel Bridge-to-Bridge Radiotelephone Act. Why would we expect them to be listening, if they have no legal obligation even to own a marine VHF radio? Luckless and Crash may as well be speaking into a brick.

So why does the average Coastie in such a situation continue to transmit? Because experience tells them to. Observation has taught them that the temporarily errant small-craft operator usually has a marine VHF radio telephone. What is more often lacking is a radio watch. How might the Commandant's requirement to "develop a strong partnership with the small vessel community to enhance maritime domain awareness" improve the situation

"Auxiliary" Means Business

We already have a close relationship with one of the most serious organizations in the small-boat community. They dress like Coasties, look like Coasties, and some are veterans of the guard. They are the Coast Guard Auxiliary. They ride to work on small vessels that they paid for out of their own pockets. They pay for their planes, radios, and uniforms and receive no salaries. Indeed, they may be the most tenacious form of Coastie. They were in the public boating safety education business before I was born, and I'm two days older than water and one day older than dirt. They know how to organize and deliver a short course on safety in and around Navy and commercial traffic. They also know how to sell it.

The Auxiliary conducts "ramp days," offering free inspections at recreational boat launches. Those who pass inspections know that not only does their vessel comply with the relevant regulations, but it also has the recommended (but not required) equipment. Passing such an inspection earns vessels decals that can waive them through random regulatory compliance checks. Coast Guard boarding teams inspecting for minimal regulatory compliance rarely stop boats displaying the USCG AUX decals. Insurance companies like these too, so recreational boaters don't exactly hide from the Coast Guard Auxiliary on ramp days.

Security Zone Parley

If every Auxiliary examiner were trained to deliver a pep talk on security zone behavior, things would change for Luckless and Crash. With a national Auxiliary mission to encourage marine VHF radio ownership and an active listening watch on calling and hailing and the bridge-to-bridge frequency, recreational boat habits on radio silence would be the exception rather than the rule. As it is, VHF radio ownership among recreational boaters is far higher than one would expect in a noncompliance market. Unfortunately, most such boaters view the VHF radio as a

device for calling for "road service." They do not maintain active listening watches and use the radio only in case of emergency.

Crash is unhappy that he cannot communicate with the average security-zone-running recreational boat. But as he observes the unrepentant miscreant on closed-circuit TV, traffic-controller Crash isn't nearly as unhappy as Luckless, who has to catch and confront the guy and do it within the legal framework of the Coast Guard Commandant's Use of Force Policy. Intercept-and-board operations under the Commandant's policy are far more restrictive concerning the use of force. While the Law of Armed Conflict and local rules of engagement never authorize "collateral damage," the law addresses the possibility and excuses such damage under some circumstances. For Coast Guard intercept-and-board operations in the United States, the Commandant's Use of Force Policy doesn't allow collateral damage, plain and simple.

Most of those using the waterways in America are American citizens and taxpayers. The Coast Guard Commandant will not tolerate shooting a U.S. citizen who has not shown a weapon and an intention to use it on an innocent citizen or Coast Guard crew. The U.S. Coast Guard has never in its history given lead poisoning to any American citizen who didn't clearly demonstrate an intention of killing a boatswain's mate or someone the mate was sworn to protect.

This reluctance to drop the hammer on fellow citizens has been carried to extremes in the past. Take for example the incident between CG-249 and motorboat V13997 off Florida in 1927. During Prohibition, Coast Guard crews such as the three unfortunates on CG-249 demonstrated that they would take a round in the brisket before erring on the side of, "Shoot 'em all, and tell God they died." They also showed before it was over that they would use force against anyone who displayed deadly intent. On 17 August 1929 the Coasties, at the order of the court, took things one step further and sprung the gallows trap on Horace Alderman, killer of Boatswain Sidney C. Sandalin and two of his crew from the CG-249—the first and only time the service hanged a man. So how tense do you think it gets for Luckless when he finds that ignoring his radio communications and his blue light and siren is the rule rather than the exception?

The problem is that the boatswain's mate cannot assume that the act of violating

Continued next page ►

the security zone is intentional. He must first assume it is the act of just another ill-informed recreational boater. Every such encounter is going to produce some close communications. Luckless knows that it is only a matter of time before he ends up eye-to-eye with a genuine bad guy posing as a clueless boater. At that moment, Luckless won't draw his piece and aim it at the ill-intended. The natural demeanor of the Coast Guard petty officer is "Officer Friendly." We don't even train the "bad cop" half of the "good cop/bad cop" duo. So out on the line of the security zones, Luckless has to make some unsavory choices.

He becomes either "bad cop" or loses his edge and becomes "ineffective cop." What are we to do when disregarding radio communications is the rule rather than the exception? Well, I run in some widely separated deck-plate circles, and I haven't met bad cop yet. Ever since Alexander Hamilton reminded us that Americans are free and impatient with high-handed treatment, Coast Guard boarding teams do not handle people roughly unless absolutely forced to do so. Since Coasties are culturally ingrained not to behave over-aggressively with the American people, we minimize our hard-line profile when approaching recreational boaters who violate a security zone. We have our "long guns mounted" per standing orders. The appropriate people are wearing side-arms, and our shoulder weapons are visible but held at high port. No crewman is pointing a weapon at a human being. Once the coxswain's hail is acknowledged, there will be gunwale-to-gunwale contact and exchanges of information in as conversational a tone as the background noise level will allow.

Despite the steep fines for violating security zones, the operators of recreational vessels who commit these violations are rarely prosecuted. The local sector commands are as reluctant to make an example of an ill-informed but otherwise innocent recreational boater as Luckless is to use scare tactics. It's "Officer Friendly" all the way, and usually this approach is justified. But such restraint will not impress the American public the first time a Coast Guard patrol boat is blown away and an actual terrorist destroys a critical piece of U.S. marine transportation infrastructure. Recreational boaters and other small craft must answer the VHF radio on the calling and hailing or bridge-to-bridge frequency on a regular basis. Not communicating with our patrol and surveillance elements must become an anomaly. At the deck-plate level we don't want to play bad cops or become ineffective cops. We want to live up to our traditional image and culture, glad to give our life to save others

but selling it dearly to enemies of the United States. We are supposed to be the guardians. We intend for the "backscatter of the innocents present" to be reduced. The greatest tool that we have to clean up the backscatter is the Coast Guard Auxiliary. The Auxiliary could take the following specific steps to improve the performance of the regular armed patrols and discourage our enemies from using small craft as a means to attack.

It could increase ramp days and concentrate on marinas in waterways transited by recreational small craft and commercial and naval traffic. Some waterways have predominantly civilian traffic, but many areas are transited by civilian, commercial, and military vessels, creating the potential for trouble. The Auxiliary should increase its public profile in these areas.

Distribute brochures explaining the importance of maintaining an active marine VHF listening watch, especially when boating in mixed recreational and commercial areas; disseminate this information at launch ramps and marinas; include minimal technical details on operating an effective marine VHF voice radio watch; outline proper behavior near security zones; and teach security zone communications and behaviors in all other public education courses.

Deploy the Auxiliary "press corps" on a major public-service campaign focused on boating magazines, sportsman television shows, and talk radio to spread the word about maintaining a radio watch and using inexpensive handheld VHF marine radios for even the smallest boat, whether it is propelled by paddle, oar, or sail. We publish notice of security zones in the U.S. Coast Guard Local Notice to Mariners, but many recreational boaters don't read it. Let's reach them where they actually watch and listen. Whenever possible, where a temporary security zone must be established in mixed-use waters, send Auxiliary advance teams with printed notices to marinas and launch ramps. When the zone is patrolled by armed Coast Guard vessels, send the Auxiliary out on the recreational boat approaches above and below the protected operation, vessel, or structure with warning placards and radios to instruct approaching recreational boats on the required vessel behaviors well before they reach the security zone. These measures will render encounters between recreational vessels on radio silence with security zones virtually anomalous. The Maritime Safety and Security Team or the Sector/Captain of the Port picket boat still won't open fire or level weapons at the intruder without additional evidence of hostile intent, but neither will the Coast Guard crew be suffering from false-

alarm fatigue.

In addition to these measures, the Auxiliary Vessel Examiners and Dealer Visitors should be equipped with wanted posters of terrorists suspected of being in the United States. The posters may be displayed on ramp days and during dealer visitations. Terrorists considering a small-craft attack would find the general small craft purchase and launch environments far less enticing.

By all means we should solicit the help of the International Maritime Organization and others at the elephant-mating level to improve the partnership with the small vessel community and to increase maritime domain awareness. But we should begin by asking the Platinum Coast Guard-the Auxiliary-for more assistance in improving radio communications, distributing information, and reducing backscatter in the recreational boating and the commercial fishing communities. At the deckplate level we need the Commandant to send the Auxiliary a national mission of public education for VHF radio use, security zone awareness, and providing a uniformed public presence at the entry points where recreational traffic heads into mixed-use areas, especially when manned security zones are in effect.

The Auxiliary has never failed, and they will not fail now. Properly tasked, they will help keep our active-duty armed crews from becoming either the "bad cop" or "ineffective cop." They will render the high-level changes more effective. We can chase the small craft-mounted terrorist out of America's domestic waters but we will always need the help of the most committed Coastie-the unpaid, highly flexible, totally motivated volunteer American with zero tolerance for floating bad guys. ©

Master Chief Bollinger is a former active-duty boatswain's mate and boat coxswain and retired member of the Coast Guard Reserve. He is a Coast Guard licensed master and pilot with commercial vessel operations experience, a former Coast Guard vessel traffic controller, and a member of Coast Guard Auxiliary Flotilla 08-43.

Flotilla 52 & Inter-agency Helo Ops training on Lake Berryessa

Bill Kinsey ADSO-PB, (Photos) Curtis Han DCDR 5

In 2008, Napa Flotilla 52 and North Solano Flotilla 53 initiated the Lake Berryessa Boating Safety Task Force, which conducted Vessel Safety Check Stations, Program Visits, and surface and land-mobile patrols, all in cooperation with the Napa County Sheriff's Office and several of the lake's boat rental concessionaires. A measureable reduction in mishaps and incidents resulted. The Task Force was presented with the Coast Guard Meritorious Team Commendation at the District 11NR Training Conference in 2009.

Helicopter rescue hoist operations training among federal, state, and local agencies took place at Northern California's Lake Berryessa on August 28, 2010. Coast Guard Auxiliary Napa Flotilla 52 participated with Napa County Sheriff Marine Patrol, California Department of Forestry and Fire Protection (CalFire) Sonoma-Lake-Napa Unit, and California Highway Patrol (CHP) helicopter H30 in conducting hoist exercises. Simulated victims, including Sheriff's deputies and CalFire personnel, were hoisted from Sheriff's vessels and from the water.



CHP Co Sheriff, CalFire, USCGAUX FL 52

Before commencing operations, a comprehensive safety and operations briefing was conducted by the CHP air crew, where equipment was displayed and demonstrated, and safety procedures were stated. Other operating parameters were laid out and discussed by the helo pilots and vessel operators.

Napa Flotilla members organized and facilitated the training, working with all four agencies to schedule the event, establish the training objectives for the day, and to ensure that all logistical needs were met. Auxiliary Vessel 211225 served as the safety observation vessel, from which communications were coordinated between the helo crew and the other participating ves-

sels and personnel.



After each "victim" was hoisted and secured inside the helo, they were taken to a shore-side landing zone that served as the secondary safety observation point.



Lake Berryessa is a man-made lake that lies in mostly in Napa County, in the interior Coast Range mountains. Air evacuation provides the fastest route to a hospital for victims of medical emergencies in the area. The twisty mountain roads that lead to the lake result in functional isolation and remoteness, despite being very close to urban centers of the Bay Area and Sacramento.

In 2008, Napa Flotilla 52 and North Solano Flotilla 53 initiated the Lake Berryessa Boating Safety Task Force, which applied Vessel Safety Check Stations, Program Visitor, and Operational assets, in cooperation with the Napa Sheriff's Office and several of the lake's boat rental concessionaire. A measureable reduction in

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Napa Sheriff's Deputy is hoisted aboard H30

Inter-agency operations take place every day among first responders, and yet the interaction can often be limited, due to the focus required in attending to the in-

cident at hand. Joint training events allow discussion of operational doctrine and order of drill in advance of the next incident, whatever that may be. Deputies, firefighters, pilots, and boat crews are more effective when they respond to an incident with a full understanding of how their counterparts and colleagues operate. As a result of the training on 28AUG, Lake Berryessa's visitors and residents are that much safer. ©



U.S. Naval Sea Cadet Corps & Division 5 Team Up for Sea Cadet OPTREX

Bill Kinsey ADSO-PB, (Photos) Shannon Gomez, USNSCC

Diablo Squadron/Training Ship Concord of the USNSCC and U.S. Coast Guard Auxiliary Division 5 teamed up at Brannan Island State Recreation Area on August 21, 2010 to conduct an Operations Training Exercise (OPTREX) for the benefit of the Squadron's cadets. The Division provided instructors, safety personnel and assets, and planning support, and the Squadron provided boats, instructors, provisions, and most important, the cadets. 24 cadets, ages 11 through 17, took part in the event, which included a two-night bivouac on the island as well as a full day of small boat operations and shoreside instructional stations. 17 Coast Guard Auxiliary personnel in various capacities ashore and afloat served alongside 12 of the Squadron's officers and staff. LTJG Brian Luttrell is the Squadron's commanding officer, and Chuck McCarty, Division 5's Vice Commander served as the OPTREX Operations Chief.

The OPTREX curriculum centered on Search and Rescue principles and practices and the skill sets necessary to execute a search plan underway. The objective of the event was to provide hands-on experience in search planning and navigation, boat operations, radio communications, heaving line, and marlinspike. An orienteering course was added for the purpose of providing greater familiarity with map and compass, and with time-speed-distance calculations.

Underway activities included a multi-unit search and rescue exercise (SAREX). Cadets had the opportunity to actively scan the tules for a pre-positioned search object, a simulated person in the water, while the vessels were operated by the Squadron staff officers who owned the boats. The vessels, with call signs Sierra Charlie 1 through Sierra Charlie 4, each carried an operator, a safety observer/navigator, and two cadets who were tasked with radio operations and chart plotting.

In addition to the Sierra Charlies, Auxiliary Vessels 381454 *String O' Pearls* and 211225 *Mars* provided a safety presence, tended the search object, and served as the underway photography platform.

Planning for the OPTREX commenced in December 2009, shortly after the signing of a Memorandum of Understanding between the USNSCC, USCG, and USCGAUX. The event was developed in accordance with the dictates of the MOU, and was planned using the Incident Command System. A fully-staffed ICS hierarchy was established, and the OPTREX was executed accordingly.

The Squadron made camp on Friday, 20AUG, and were joined early on 21AUG by the Division's set-up team. Instructional stations, land-mobile communications vehicles, and the First Aid station were all positioned and readied for the commencement of activities.

The OPTREX commenced with a preliminary

briefing which covered the plan of the day, instructional objectives, safety considerations, and assignment of duties. Once done with the preliminaries, instruction began with an all-hands SAR briefing. At this point the cadets were briefed on the fundamentals of SAR operations and phases, while the vessel operators were briefed on the location of the search area and the duties of each vessel.

The cadets were formed into companies of eight, and the companies rotated through the instructional stations. Three SAREX sorties were conducted. While one company of cadets was underway, the other two rotated through the shore-side activities.

All hands reported a full and engaging

OPTREX. In the words of one cadet, “this is awesome!”

Today’s U.S. Naval Sea Cadets are tomorrow’s Coastguardsmen, Sailors, and Marines, and it’s a privilege to assist in providing some of the foundational experiences of their preparation for those future roles. Enthusiasm for underway operations and the desire to serve America through the Sea Services is a common and profound characteristic in the members of both organizations. At Brannan Island, these cadets got a full dose of these forces, which should propel them into adulthood with enthusiasm and sea-going desires of their own. ©





Division 5 Sea Cadet OPTREX



There seems to be some controversy of how to:

BELAY A LINE TO A CLEAT

The USCG trains their members in a certain way, I imagine so does the US NAVY, and the Merchant Marine and the CG Auxiliary. Yachtsmen seem to follow their bible the ever popular book the "CHAPMAN PILOTING" and sailors cruising, racing or ocean racers learn by their mistakes as I did during my 50+ years of racing on the high seas. Once you get your finger caught in a turning block, with a line that is under a few thousand pounds of load, you will never make the same mistake twice!

Definition of terms: Belay- To make secure, but can also mean to halt or cease, as in "Belay that, sailor!"

History: "Belaying a rope" means securing it or making it fast. Before cleats were common, a rope used to be secured to a vertical pin in a wooden beam called, a "Belaying Pin".

Cleat- In nautical contexts, a **cleat** is a device used to attach a line (rope). The traditional design is attached to a flat surface and features two "horns" extending parallel to the deck.

Other cleat designs include some the following:

Cam cleat- in which one or two cams pinch the line but allow the rope to be easily pulled tighter. It controls the movement of the line, so it acts as a safety device.

Jam cleat- in which the line is pinched in a v-shaped slot.

Clam cleat (or jam cleat)- in which the line is held between two fluted stationary pieces. Such a cleat vaguely resembles two halves of a clam shell held back to back.

To belay (cleat) a line:

One of the simplest knots, certainly the most used aboard a boat involves nothing more than turns around a cleat. When fastening a line to a cleat, as with many things at sea, a small error can cause problems later. So it is important to understand the basics of this simple knot.—The line comes at an angle to the base of the cleat to the distant horn, to prevent jamming. It then goes around the base of the cleat so that it passes under each horn once. At this point even a half turn and a firm hold on the line creates enough friction to hold a boat at the dock or slow down a moving boat as it tries to dock. This action is usually referred to as "Snubbing".

To finish the belaying, form a figure 8 by crossing over the cleat and under the horn. One and a half or two figure eights are enough to provide a secure knot. Adding more figure eights will add no more security and just adds time to undo the knot.

There are other ways to complete the hitches on a cleat: One can leave the two figure eights under the "watchful" eye of a crew member in case of a boat in tow or spinnaker sheet for example. In this case the line can be freed in a hurry if necessary (spinnaker knock down).

For a more secure tie down, to a mooring cleat for example, one can turn the last hitch over so it is tightened to bind against itself).

After belaying, the line is coiled, by starting the turns from the standing end.



Both the USCG and the USCG AUX Boat Crew SEAMANSHIP manuals illustrate the securing of a line to a Standard Cleat without the use of a half hitch!

Dean LaChapelle of District 11N wrote in October 2007 the following discussion clarifying the procedure to belaying a line.

DISCUSSION: SECURING TO A CLEAT

The noted procedure and observed technique used is 2 or 3 figure 8's and a couple round turns to finish. This is a safe and quick method which has been used on main sheets of sailing vessels for decades until jam and cam cleats were invented. The turns are made and pulled taut which jam the raps into each other. The only place in the manuals that references a half hitch to finish a cleat hitch is the discussion regarding securing an Anchor line to a Bit, Samson's Post or Standard cleat. They do not illustrate or note that a half hitch or weather hitch is to be used on any other cleat.

ARGUMENT FOR TWO TURNS and HALF HITCH

Both Seamanship manuals refer to a STANDARD cleat. Most BOPFACs are recreational vessels and very few are equipped with large Standard Cleats. A smaller cleat usually does not provide the space for "two or more figure "8" wraps" and a couple round turns as we see done by regular C.G. boat crews. When a facility has Standard Cleats large enough to accommodate two or more figure "8s" and two or three round turns, they work fine. Most facilities, however, have smaller cleats and it would be more prudent to take two turns around the horns of the cleat and finish with a half hitch/weather hitch as recommended by CHAPMANS. Remember though, when placing or removing any hitch on a loaded line, there is always a chance of getting fingers caught. Always do so with caution. The danger occurs, not in removing the weather hitch or half hitch, because the load is on the figure eights under the weather hitch. Caution is called for, though, when removing the figure eights and getting to the last turn which bares the strain. In many discussions deals with the time it takes to break down a cleat in an emergency, such as in towing. Breaking down a Slip Weather Hitch is actually faster than unwrapping three cinched in round turns, but there is always the chance of the pull-through loop of the slip hitch catching on the cleat horns or the tail getting accidentally pulled out, leaving the wraps un protected.

Several expert Skippers have written to say that when towing, a final locking hitch is never used. Omitting this locking hitch: 1) reduces the chance of a jam; 2) facilitates undoing a line in a hurry; and 3) enhances uniformity of practice. However, on small yachts loads are smaller, jams are rare, and the locking turn is in widespread use. Nevertheless, if professional experience condemns the use of a locking turn, it suggests that the rest of us would be wise to learn to cleat a line without it too!

There are many ways to belay a line to a cleat as there are boats on the water. Consequently the sailing industry has developed multiple cleats that have unique applications. On the following page we illustrate some of these special use cleats.

SPECIAL USE CLEATS

CLAM CLEAT

As shown in the figure this cleat is used in conjunction with winches that due to friction reduce the load on the line that is secured by the fast release "CLAMCLEAT". Popular with racing sailboats. The line is jammed between the "V" shaped jaws of the cleat.



POWER CLUTCH

The power clutch is "sort of a cleat". It clamps down on a line and allows movement in only one direction. Once the handle is lifted the line is free to run in both directions. The power clutch is used on sailboats to secure halyards that are led into the cockpit for easy access by the crew.



CAM CLEAT

The adjacent figure shows the clam cleat. Usually one or both spring loaded cams pinch the line but allow the rope to be easily pulled tighter. It controls the movement of the line, and can be cast off in a hurry; so it acts as a safety device. This cleat is usually used on sailboats securing the mainsheet or to secure the control lines for the traveler. It is a handy cleat for controlling the spinnaker fore-guy or mainsail reefing.



SAMSON POST

Samson post is a square or round shaped upright post mounted forward or aft in a boat bolted to the keel to which a towing line or anchor rode may be secured



Communication Updates *by Jeff C. Price DSO-CM*

HOAX Mayday Callers:

Since the implementation of Rescue 21, the Coast Guard has received a large amount of HOAX callers on VHF CH 16. The new system allows the person who is transmitting to be located within 3 to 5 miles of where he or she is transmitting. The problem is that the NEWS media makes a very big deal out of this and tries to lay blame on the Coast Guard for not being able to pin point the exact transmission location. Needless to say, we can play a major part in all of this. All we need to do is listen up on the radio when possible. If you hear something, REPORT IT! Please see below as to how to make this all happen: ALL members of the Auxiliary (radio operator or not) that have marine radios either in their home or vehicle to listen in whenever possible on VHF CH16. There has been an increase of FALSE MAYDAYS. Witnessing a MAYDAY transmission call the Sector Command Center at 415-399-3530. By providing your LAT/LONG or geographic location and reporting the strength of the transmission will aid in locating the transmission source.

Auxiliary Radio Nets:

Please be advised, NO radio nets are approved without permission of the DSO-CM. The DSO-CM is responsible for ALL nets that start up anywhere in this District. It is very important that ALL members who are communications qualified and have been issued a call sign are given an opportunity to roger in at the proposed time and day. Transmitting over HAM bands violates current Coast Guard policy in regards to discussing Coast Guard or Coast Guard Auxiliary business over HAM frequencies. This is referenced by CMDINST M2000.3D Chapter 5. If the Net is strictly being held on HAM bands and no Auxiliary business is being handled then the DSO-CM has no jurisdiction.

Repeater System on Mt. Diablo and pending locations:

The District's repeater team has successfully completed a total switch of repeaters on Mt. Diablo. The old system was replaced by a donated NCIS Motorola Micor repeater. The new system is one of the best made and will make a huge difference when transmitting and receiving. The Repeater team is currently working on the new location which will be Mt. Umunhum, located high above the Santa Cruz Mountains and above San Jose. The repeater will be used for anything that the Auxiliary needs in the Santa Cruz and Monterey areas. The repeater will also be augmenting the Coast Guard in the event that their R21 system goes down. The frequencies are allocated through the MLC PACAREA and they have made it very clear as to what they expect from the Auxiliary District Communications. So, if any Division would like to have a repeater then please feel free to make the

EPIRB Saves Lives

(Emergency Position Indicating Radio Beacon)

George C. Knies, DSO-PB

Fellow Treasure Island Yacht Club member Kristy Lugert and her two male crewmen were rescued by US Coast Guard resources after their 32-ft catamaran *Catalyst* capsized in extreme conditions, roughly 20 miles west of Fort Bragg, California

According to the Coast Guard and other sources, the three sailors were in the process delivering the newly-purchased boat from Crescent City to Alameda when conditions built to what they deemed to be life-threatening proportions — 20-ft seas and 40- to 50-knot winds. The small measure of good luck in this story is that the crew activated their **EPIRB** shortly before the cat flipped temporarily pinning them beneath its hulls.

All three crewmembers were able to scramble up onto the overturned hulls, where they somehow held on for more than an hour before being rescued from the frigid waves washing over them. A 47-ft motor lifeboat out of Station Noyo River (near Fort Bragg) and an MH-65C Dolphin helicopter out of Air Station Humboldt Bay arrived on the scene within minutes of each other.

The day before departing Crescent City, California on an offshore passage bound for Alameda, California, Kristy's shore-bound father wanted to ensure his daughter's safety; so he went to **BoatU.S.**' website to rent an Emergency Position Indicating Radio Beacon (**EPIRB**).

Normally costing about \$800, the BoatU.S. Foundation rents the life-saving units for just \$65 per week. The rental pro-

gram is intended to fill the short-term safety need for occasional offshore cruisers. When activated by immersion in water or manually by pressing a button, the units broadcast an emergency mayday signal via satellite along with precise location information of the vessel in distress, allowing for a speedy rescue. A dedicated global satellite system relays 406-MHz **EPIRB** distress signals to rescue stations around the world.

A U.S. Coast Guard helicopter was able to home in on the signal given by the **EPIRB**, and after commencing a search pattern, quickly found the floating wreck awash in the sea. With the help of a rescue swimmer, *Catalyst's* three crewmembers were quickly loaded into the helicopter for a life-saving flight to the hospital. Kristy's body temperature was only 79°F and pulse barely 30 beats per minute.

The signal from the **EPIRB** was the only distress signal received by the Coast Guard from *Catalyst*. The Coast Guard also credits the crew for staying with the boat after it capsized and filing a float plan, which allowed the rescuers to expedite the search.

"That **EPIRB** saved their lives," said USCG Lt. George Suchanek, the MH-65C Dolphin helicopter pilot that responded to the call.

The BoatU.S. Foundation EPIRB Rental Program is funded by the voluntary contributions of BoatU.S. members. Since the inception of this program in 1996, 65 lives have been saved. ©

Another EPIRB event that occurred off the coast of Haiti. This location was infamous for looter activity.

At about 0010 on Monday 15th January 2007 the British yacht *Aqua Symphony* grounded on a reef at the southeastern end of Ile de la Tortue, Haiti. Skipper Lee immediately set off two red flares, the yacht's **EPIRB** as well as MAYDAY calls on VHF and SSB radios. In a matter of minutes about sixty local people appeared in a flotilla of small boats and then proceeded to board the yacht armed with machetes, axes and knives.

They then stripped *Aqua Symphony* of all fixtures and fittings, rigging, dinghy, life raft etc. Lee and Margot decided that it would be best to stay onboard until daylight and managed to prevent the looters from entering the saloon.

At around 0300 water was entering the main saloon as the yacht began to break up and the crew managed to transfer to a canoe to get ashore. During the transfer, Margot's shoes were stolen from her feet and only one grab bag remained in their possession. This was the grab bag that Lee had strapped

to his body containing passports, ships papers, cash etc. He also had the loaded flare pistol and three spare shells still in his hand, which he thinks was a contributing factor to their survival.

Once ashore they were forcibly marched to a house, and kept there, all the while hassled for money and valuables, until people began to become agitated about what the authorities would do if they were found to be "harboring" people who had illegally entered Haiti.

They were taken back to the beach just before dawn at which point a US Coast Guard helicopter appeared. The helicopter received permission to land and took Lee and Margot to the Turks and Caicos Islands.

It was the **EPIRB** that initiated the search; there was no response to the radio calls and the red flares only had the effect of alerting the looters. ©

USCGC JARVIS Interpreter Duty

Jimmin Chang

A Sino-American joint Fisheries Law Enforcement operation and exercise was conducted between USCGC JARVIS and two Chinese Fisheries Law Enforcement Command (FLEC) vessels (numbers 201 and 118) in August, 2010. This was the first High Seas Drift Net (HSDN) joint operation patrol and mock boarding exercise between the two countries. Jimmin Chang, an Auxiliary Chinese linguist, together with 2 enlisted active duty linguists, were recruited to assist in this groundbreaking event.



Formation Steaming of USCGC JARVIS with Chinese FLEC Vessels 201 and 118

Two Chinese FLEC officer ship riders, together with the linguists departed Honolulu on USCGC JARVIS on the HSDN patrol. The linguists served as hosts for the ship riders, provided "escort interpreting", and ensured that they enjoyed their time on board. After 8 days of transit, JARVIS met up with two Chinese FLEC vessels in the North Pacific where HSDN illegal fishing was most likely.



AUX Chang with the two Chinese FLEC ship riders leaving Honolulu on board JARVIS

To initiate the joint exercise, a joint work meeting was conducted on board Chinese FLEC vessel 201. This was a first since US and China started working together in HSDN issues in the North Pacific. An 8 party USCG delegation was transferred over to the FLEC vessel in small boat, to meet and discuss the exercise and joint operation details.



Sino-American Joint Operation Exercise Planning Meeting on board FLEC Vessel

Auxiliarist Jimmin Chang assisted by doing "consecutive interpreting" throughout the meeting from Chinese to English and from English to Chinese. High accuracy consecutive interpretation enabled both parties in the meeting to fully understand the details of evolutions and exchange ideas without any language barriers. The ability to repeat impromptu phrases and sentences of varying lengths immediately from the source language to another was a skill that was important in such situation. A linguist needs practice to be fluent in the process. It also helps if the linguist is familiar with the technical terms, such as fisheries and navigation, in both the source and target languages.



Debrief Meeting in the wardroom on board USCGC JARVIS

After the planning meeting, the Chinese vessel provided

Interpreter Duty in the CA Delta AOR

a full banquet style lunch to welcome the US delegation. In the afternoon, boarding team members and linguists were exchanged as ship riders amongst JARVIS and FLEC vessels 201 and 118.

Formation steaming and joint operation patrol were done for over 50 hours. A mock seizure of illegal HSDN vessel was also conducted, with the linguists providing "liaison interpreting" through the VHF radio.

A debrief meeting was held on JARVIS after 3 days of evolutions, and ended with a lunch hosted by CGC JARVIS. Again Mr. Chang did consecutive interpreting between the two delegations throughout the meeting. The operation concluded successfully after the Chinese delegation was given a tour of the CGC JARVIS.

Mr. Chang was commended for his performance of duty and was awarded the Auxiliary Commandant Letter of Commendation Ribbon. ©

George Barantseff, Flotilla 01-04 a CG AUX Russian Interpreter, just completed a SAR assist acting as a Russian Interpreter for the USCG.

At 0840 on September 17 George received an urgent call on his cell phone from Coast Guard Station Rio Vista.

Station Rio Vista received a MAYDAY call from Russian speaking fisherman with very limited English language skills. The Russian fisherman's boat was dead in the water with no power and taking on water after his pump failed because the boats battery died. The fisherman had only an electric powered motor.

USCG dispatched CG 2551 to assist the distressed vessel. CG 2551 provided a pump to evacuate the water from the stranded vessel. George Barantseff communicated via land-line relay to MK3 Brandon Jennings, who was aboard CG2551. ©

(Continued from page 14) purchase on your own and make sure that appropriate radios are used. The frequencies that are used are for narrow band and the modification of any amateur radio is prohibited by Federal law. The Repeater Team can provide the frequencies to use if and when someone steps up.

HF Program is growing with new net control:

The H/F program is moving very fast towards a D11N net control. Apparently, there was some obstacle that arose from Southern California and the H/F team from D114 was forced to change the West Coast Net to something else. I have recently received information that the problem has been rectified and now we can use the West Coast net again. I am currently working on a specific time and day for the D113 net to become activated. ©

Coast Guard crewmembers face courts-martial in San Diego Bay boat collision case

ALAMEDA, Calif. -- Three members of a Coast Guard boat crew involved in a fatal collision in San Diego Bay late last year face courts-martial for criminal charges under the Uniform Code of Military Justice. Rear Admiral Joseph Castillo, commander of the 11th Coast Guard District, decided to proceed with courts-martial following an Article 32 investigation into the incident. The dates and locations for the trials have not been determined.

Those charged and the types of courts-martial are:

Petty Officer Paul A. Ramos, the boat coxswain, charged with involuntary manslaughter (Article 119), negligent homicide (Article 134), aggravated assault (Article 128), negligently hazarding a vessel (Article 110), and dereliction of duty (Article 92), referred to general court-martial.

Petty Officer Ian M. Howell, charged with negligent homicide (Article 134), assault (Article 128), negligently suffering a vessel to be hazarded (Article 110), and dereliction of duty (Article 92), referred to special court-martial.

Petty Officer Brittany N. Rasmussen, charged with negligent homicide (Article 134), assault (Article 128), and dereliction of duty (Article 92), referred to special court-martial.

The charges are based on information discovered by Coast Guard investigators and evidence presented during the Article 32 investigation, which included four days of testimony at the 11th Coast Guard District headquarters in Alameda in early September. Details of all charges are contained in the official charge sheets that are being released today along with the Article 32 investigating officer's recommendations.

Continued next page ►

There are three types of courts-martial -- general, special and summary. A general court-martial is composed of not less than five members, presided over by a military judge, and may impose any sentence authorized in the manual for courts-martial for offenses of which the accused is found guilty. A special court-martial is composed of not less than three members, presided over by a military judge, and may impose a maximum punishment of up to 12 months confinement, forfeiture of two-thirds pay for 12 months, reduction to lowest pay grade and a bad conduct discharge.

A fourth crew member, Petty Officer Lavelle M. Teague, was charged with dereliction of duty (Article 92). His case is being addressed through military non-judicial punishment, an administrative process that can result in punishments such as: up to 30 days of correctional custody, reductions in rank, forfeitures of pay, and restriction to base.

All UCMJ charges are accusations. The accused are presumed innocent unless proven guilty. To protect the rights of the accused, and out of respect for the rights and privacy of everyone affected by the tragic collision, no additional details about the investigation or pending legal matters may be released at this time.

Fleet Week San Francisco 2010



◀ **Auxiliary vessels "Sunrise" (Rae Kleinen) and "Chamaeleon" (Sue Fry) doing their part as "tarp" boats (something for the civilian air show participants to orient on in the middle of an otherwise empty water safety box) Thursday, Oct. 7 Plane is the Air National Guard show participant swooping around the tarp boats. *Photo by Linda Vetter***



Photo by Linda Vetter



Photo by Niel Shea, FS)-PB 55



Fleet Week San Francisco 2010 Photos by Neil Shea, FS0-PB 55



Photos this page by Judy Esteban, P-PCA
Neil Shea, FSO-PB 55

