



NORTHWIND

DISTRICT ELEVEN NORTH

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U.S. Coast Guard bagpiper Dean McFarren plays prior to the presentation of colors during a ceremony dedicating a new memorial honoring deceased Coast Guard Auxiliaries at Coast Guard Island. Built in a semi-circle surrounding the Coast Guard emblem inlaid in concrete, the triangular, granite slabs bear the names of 308 men and women who served in the Coast Guard Auxiliary's District 11, Northern Region, and died between 1976 and 2010. U.S. Coast Guard photo by Petty Officer 1st Class Sherri Eng



United States Coast Guard Auxiliary
U.S. Department of Homeland Security

**America's
Volunteer
Guardians**
Since 1939

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NORTHWIND

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COMO Angelo Perata, DCO 11NR

As the holidays are now behind us, I am reflecting back on 2011 and on what our District has accomplished. Some of the interesting events were:

The completion of the Auxiliary Memorial on Coast Guard Island, Alameda, with the Ribbon Cutting Ceremony taking place on November 19. I can't thank the hard working committee, which was led by Roger Haynes, enough. They did a wonderful job, and we all thank them again and again.

In 2011 our DSO-VE Mike Lauro, set a goal of 11,000 Vessel exams. This goal was met in November. Bravo Zulu to all who participated.

The AUXCHEF program, headed by District Captain Rich Thomas, was launched this year with a goal of 35 Auxchefs qualified before year's end. This was accomplished. The Auxchefs are hard at work at small boat stations, on the Cutters and at Coast Guard and Auxiliary special events. A job well done.

With our "Tuesday Night Live" Go to Meeting program for prospective new members, we had an increase in membership of over 8%. That is great news.

Thank you to all who were involved

Operations on both the water and on the shore saw a very busy year, with Fleet Week and all the patrols involved. Fleet Week this year was a special event with over 116 members putting in over 2,200 man hours on shore covering crowd control and safety for the Military Ships,. On the water side, with an average of 23 facilities each day from Thursday through Sunday, Coxswains logged over 550 hours and countless hours for the crew. A special thank you to the event committee, and to Linda Vetter, Chairperson for on the water, and Rick Saber chairperson for the shore side.

The members who participated in the veteran's recognition programs throughout our District are very special. A tremendous thank you for taking that extra step in making our veterans feel very special.

2012 UPCOMING EVENTS FOR DISTRICT 11NR

The PCA Fair is usually held in February and August and has many great training venues. Please check the District web site for more information.

The commissioning of the 419 foot Coast Guard Cutter Stratton, CG752, will be held March 24, 2012 on Coast Guard Island, Alameda, CA. More information will be on our District web site soon.



Our District Training Conference (D-TRAIN) will be held March 16-18 in Monterey, CA at the Portola Hotel and Spa. **Just a reminder: rooms are going fast.** If you are planning to attend, it would be wise to make reservations now, as the hotel might not have enough rooms available come March. The workshops for D-TRAIN will be on the District web site soon.

Something new in 2012 and 2013, and maybe the only time in our lifetime, the America's Cup will be held on San Francisco Bay. The speed trials will commence in July 2012, soon after the opening ceremonies. All information about the America's Cup, what our role will be, and inquiries should go through our Chairperson COMO Vic Connell, who will keep us informed.

Fleet week is held on the first weekend in October. It is always a major event, as are our Division and Flotilla OPTREX's, which are held throughout the year. These events are open to all members. Please look at the District Calendar or bulletins for good training and fellowship opportunities.

I am looking forward to an exciting year. As the year moves forward, we hope to have information of many great things to come. Always check our District web site under "What's New" for the latest information.



Fleetweek file photo taken by Linda Vetter



Rod Collins, DCOS 11NR

Happy New Year! Welcome 2012!

In my opinion this is the most exciting time of the year for the Auxiliary. The elections are over, the staff has been appointed and it's time to fill out the calendar for the year's events, but have we all decided on what our goals will be this year? I hope so.

Setting goals is not just an activity for the elected leaders: we should all be setting targets to work toward. If you have not thought of what your goals will be, or even if you have any goals, let me propose one for everyone. **That goal is to support your Flotilla.** Now I know we all pay our dues and go to meetings but let's think of other ways in which we can provide support to our Flotillas and make them stronger units.

Do you have new members who need a mentor? Make the offer to be theirs. We were all new members once and with the many different programs we offer, our new members need assistance in understanding all that is available to them. They are already excited to be in the Auxiliary, so let's get them active as soon as possible. Get them to attend meetings, events, and public education classes, so they get a genuine understanding of what it is like being a member of the Auxiliary. Ask for their input during meetings and let them know they are part of the team. We know that the sooner they become active the more likely they are to stay as valuable members in the Auxiliary.

I hear a lot of "We have quite a few members that we never see". When was the last time that someone from the Flotilla called these members and invited them to a Flotilla meeting? Sure a member does not need to be invited but sometimes it is just nice to hear that you were missed. Most of us have busy and hectic lives these days, and sometimes all it takes is a phone call to get a member back to being an active member.

Is there a member of your Flotilla that could use a ride to the meetings or events? It could be the time of day or the distance that is keeping a member from attending the activities. Setup a format where members can let others know that they need a ride and I am sure someone will step up to help.

Is your Flotilla offering member training classes so members can keep progressing through their qualifications? Does the Flotilla survey their membership for the classes or training their members want for the year? Is the membership provided with the information they require to search for other training opportunities if your Flotilla does not have the resources to do the training? On the other hand, if you are providing member training classes do you inform other Flotillas of this training opportunity? These are just a few goals that you can work toward to help make your Flotilla strong.

Our members are our biggest asset. Let's maintain the strength of those assets.

I hope to see everyone in Monterey, March 16 – 18, at this year's District Training Conference. It looks to be a great time, so don't miss it!!



Mary Kirkwood, DCAPT

Prevention

Liaison to Divisions 4, 6, and 12

Recreational Boating Safety in 2012

Perhaps our greatest responsibility, as Auxiliarists, is to support Recreational Boating Safety. Everything we do, every mission we complete, contributes to ensuring our boating public are safe when in, on, and around the water.

In 2010, California was second in the nation for boating accidents, with a staggering 48 deaths related to boating (Florida had the dubious honor of being number 1). According to "Recreational Boating Statistics 2010" (US Coast Guard's Office of Auxiliary and Boating Safety), 75% of all fatal boating accident victims drowned, and of those 88% were not wearing life jackets. Only 9% of deaths occurred on boats where the operator had received boating safety instruction, and alcohol was the leading contributing factor in fatal boating accidents, listed as the leading factor in 19% of the deaths.

Other important National statistics:

80% of boaters who drowned were using vessels less than 21 feet in length

21 children under the age of 13 lost their lives while boating

Open motorboats contributed to the largest percentage of vessels (46%) involved in accidents and with the largest percentage of deaths

80% of boating deaths were on inland lakes and waterways

The highest percentage of fatal accidents occurred February-March, and November; but the months with the total number of deaths occurred in the summer months, May and July

Most accidents occurred in the afternoon, in calm water, with little or no wind, with good daylight visibility, and (no surprise) on weekends

We still have a lot of work to do to keep our public safe in 2012!

Since 91% of the boating deaths occurred on vessels where the operator had not taken a boating course, **boating education needs to be our main focus in 2012**. Over the past year, we saw lower numbers in our public education classes, which means we need to identify new ways to bring education to the public. Some Flotillas have had success in offering boating classes through local community college adult education programs. Other Flotillas have switched to offering the shorter boating classes in lieu of the traditional 10-week BS&S course. However it is done, we need

Continued on next page

to do it, and ensure we also provide education to those in smaller boats, like the paddle sports.

Focused and timely boating education can also be provided during vessel safety checks, especially to first-time VSCs. It's a great opportunity to give basic safety education (you've got them as a captive audience for a few minutes) and encourage them to take a more formal boating course. The Delta Blitz last summer provided hundreds of opportunities to provide impromptu boating education during VSCs before getting underway. Every VSC is a potential life saved!

The use of *Coastie* is another great medium for providing boating education, especially to our smallest boaters. The focus for these school-aged children should be on wearing life jackets anytime they are on a boat. Since their parents may be present, *Coastie* can provide them some valuable education as well! How many times have you traveled in a car with a child who yells at you when you turn on the car, "not yet, I don't have my seatbelt on yet!". Our goal is to have our children say the same to their boating parents, "not yet, I don't have my lifejacket on yet!".

The PV program is another great opportunity to provide informal boating safety education to the public. Program Visitors who make a good connection with the manager or owner of a store that sells boating equipment are effective in getting boating education information displayed in their stores. Information about upcoming boating classes, copies of the current Federal Regulations, information on how to get a VSC, etc. generate conversation and provide resources to the boating public. **We need more Program Visitors in 2012!**

Our Public Affairs partners can play a huge role in providing boating education to the community. We should try to host a boating safety booth at every public gathering possible: county fairs, marina days, fishing derbies, city gatherings, etc. Some of our local boat shows are no longer held, so we need to take the information to the people.

Public Affairs can also help coordinate the Auxiliary speaking at established clubs and groups. We should be on the agenda at every yacht club and Kiwanis group at least annually to discuss boating safety. Reviewing boating accident and death statistics with these groups can be very powerful to these influential groups.

Two big opportunities for boating education in 2012 will be the Inland Lake Blitz on June 2nd, and National Safe Boating Week, May 19-25th. Last year's **Inland Lake Blitz** was rained out, but we're hoping for better weather this year. For the Inland Lake Blitz, each Division/Flotilla is encouraged to "adopt" an inland area of water for the day to provide boating safety education. Minimally they should include a boating safety booth, but could include VSCs, CPR classes, *Coastie* visits, lifejacket giveaways, etc.

National Safe Boating Week (NSBW) offers 7 days of opportunities to bring boating education to the public. Ideas include: discussions at yacht clubs, public edu-

Continued on next page

cation classes, *Coastie* visits to schools, VSCs, and boating safety booths at malls and marinas are just some of the ways we've been involved in NSBW in recent years. If you work regularly with a small-boat station, help them coordinate an open house for their station during NSBW and invite other agencies to attend. Include the Parks Service, local Sheriff and Fire Boats, games for kids, model boat enthusiasts, Auxiliary patrol and communications facilities and lifejacket displays. Wal-Mart, Kmart and Toys R US all offer grants to organizations working to keep children safe. Grants could be used to obtain lifejackets for give-a ways during NSBW.

2012 is going to be another great year for Recreational Boating Safety. Every contact with a member of the public is an opportunity to provide boating safety education and potentially save a life. Through the work you do, you CAN save lives and make a difference in our communities.

Public Affairs is *Everyone's* Job!

We have all heard that Public Affairs is every Auxiliarist's job, but some Auxiliarists are taking it a step (or two) farther!

Auxiliarists Perry Joiner, Jane Smith, Gail Giacomini, and Richard Postal recently completed C-School while working toward Public Affairs Specialist 1. Joiner and Postal have completed their PQS for PA Specialist 1, while Smith and Giacomini are getting close to completion.

On October 15th, twenty four of our Auxiliarists from Divisions 1, 4, 11 and 12 completed the Introduction to Public Affairs course (AUX 20) at Coast Guard Island. Under the instruction of Joiner (a former journalist/PA specialist for the Navy, and our DSO-PA) and Nick Tarlson (former National Director of Public Affairs for the Auxiliary), these students completed the classroom portion of the course.

Teaching everything from public affairs policy and ethics, to how long a public service message should be, Joiner and Tarlson prepared the students to take the on-line quizzes and final exam. Auxiliarist Dick Reizner, who had a 48 year career as a news cameraman, shared his trade secrets and demonstrated how to properly place a microphone on one's lapel for appropriate video.

Intro to Public Affairs is a pre-requisite for attendance at the PA C-School. For more information about Public Affairs, please contact Perry Joiner at joiner-cgaux@gmail.com.



Curtis Han, DCAPT

Response

Liaison to Divisions 8, 10, and 11

Happy New Year! Welcome to 2012, a new year filled with many opportunities for District 11 Northern Region. As we start out the year, Flotilla and Division leaders should be setting their goals and mission objectives for the year, providing learning and training opportunities in various program areas, including operations.

As the District Captain for response, I plan to work closely with the District Staff Officers, COMO Gail Ramsey (operations), Jeff Price (communications) and Lawrence Olson (Aviation) to help support Division and Flotilla counterparts and provide necessary training and new information to our members. In addition, I would like to encourage increased participation in Coast Guard operational support and multi-agency operational training exercises.

I would like all the members involved in air, surface and radio operations to continuously train and stay prepared and vigilant. When the needs arise, we will be able to perform our tasks with proficiency and minimal oversight. Practice makes perfect!

Furthermore, I invite all of you to plan to attend and participate in our Past Captain's Association (PCA) Training Fairs and District Training Conference (DTRAIN), as well as Operation Training Exercises (OPTREX) throughout the year. Please refer to the District Calendar for the dates of these events.

**D-TRAIN IS ON THE HORIZON,
MARCH 16-18, 2012**



RICHARD THOMAS, DCAPT

Support and Planning

Liaison to Divisions 1, 3, and 5

Visions for 2012 - District Eleven North - Support

For me personally, 2011 has been a very rewarding and exciting year. I think back to the very first meeting I attended as a prospective member. All of a sudden one day I wake up and find myself in a position where I have the opportunity to interact with some of the finest people I have ever met in my entire life, both in the Coast Guard as well as the Coast Guard Auxiliary.

I have been involved in some very exciting new programs for our District, namely the AuxChef Program and Tuesday Night Live and now the Advanced Tuesday Night Live for New Members. It has been exciting because of the volunteers that stand up and get involved. I have the utmost respect for all the folks that actually stood up and participated in the programs.

Now that we are nearly on the eve of the New Year, it is time to look at all the accomplishments and build on them. Shortly I will be leaving the ranks of the AuxChef program as the coordinator and moving my attention toward other potential activities of the Auxiliary.

I perceive the year of 2012 as an *opportunity* for **all of us** to re-commit as to why we joined the Auxiliary and to re-discover both the value we have for the Coast Guard and the value we have for ourselves as a **team**.

A new year is JUST THAT! A New Year! Regardless of where you have been or where you want to be in the Coast Guard Auxiliary it is that time of the year to think about how we can better OURSELVES and the Auxiliary.

As the representative for Support, I oversee the following:

MT- Member Training: - Between the DSO-MT (Commodore Maddox) and Rob Firehock, they did extensive work on the New Member Elected Officers training as well as participation in setting up and executing other training opportunities. If there is a weakness in Member Training it is the membership at large and not the MT staff. On several occasions the staff sent out surveys to get feed-back from District 11 North's members to seek out their comments, opinions, needs, and wants, and yet, they received 35% responses at best. **A vision for 2012** would be to strive to 51% return (as a minimum) on requested surveys. I would hope that all members would supply their honest opinions, regardless if they are complaints, suggestions, comments, or direction. After all it is *YOUR* voice that makes things happen.

IS- Information Services: - After many years of strong support and hours of service, Commodore Marilyn McBain has decided to step down as the DSO-IS. We will miss



her beyond words; however, if there is one person who can step directly into her shoes, it is the new appointee, Anita Farnholtz. Anita has spent nearly every Wednesday for several years working in DIRAUX along with her husband, past District Captain Wayne Farnholtz. She has the knowledge and background to thoroughly understand the process. There is no weakness here. However, the one thing you will hear Mrs. Farnholtz repeat over and over is: TURN YOUR HOURS IN. After all, isn't she right? We count on the funding we get by the hours we log-in. I am fairly certain that each year we lose many recorded hours because it is just too much time out of our schedule. I agree, if there is something I personally dislike the most it is taking time out to fill out my hours. **A vision for 2012** would be to increase the actual total hours we put in as Auxiliaries to 90% (as a minimum) of actual total hours.

CS- Communication Services:- Since I became District Captain, overseeing this category was the one thing that scared me the most. Given this day and age of websites and internet connections, I received notice that the one person that I thought could only operate this department efficiently was stepping down. I often referred to Irene Wetzel as the "Mother Theresa" of the Auxiliary Communication Services. When I had just joined the Auxiliary, there was a District Captain by the name of Jimmin Chang. I knew little about the Auxiliary let alone who or what a District Captain was. One morning I wake up and there is a new DSO-CS, by the name of Jimmin Chang. I recently sent Jimmin an email informing him that I have officially changed his name to Gemmin..... because he has turned out to be a real GEM! **A vision for 2012** would be for the membership to utilize the District Website as a great source of information both for our own functions as well as the public.

MA-Materials:- Let me be truthful here, I needed a few items, I went on the internet and ordered the items. I went elsewhere because our district web-site just wasn't functional for me. Through the joint efforts of Dave Talton-DSO-MA, Steve Johnson, and the MA staff, they have put together a tremendous effort of reorganization of the District Store. I have observed the countless hours the entire staff has put in developing a District Store that all of us can be proud of and utilize. Once it reorganized, I went online and ordered a few items to take the District Store for a TEST DRIVE. I was impressed with the immediate response as well as a fast turn-around of delivery. Currently, EXCOM is reviewing other options for operating this unique and significantly functional operation and recognize the substantial dedication and operational hours of the staff that operates the district store. **A vision for 2012** would be for the membership to check out the reasonable rates and quick response of this staff.

PB-Publications:- I didn't realize I was overseeing this category. I did NOT know much about it, other than I know I have read our District Publication in the past. Wesley Craig is another person that I met only through the course of this position, rather than an event. Wes came along per the request of Commodore Perata. What else can you say when the Commodore tells you that Wesley will be the DSO-PB, you accept the fact. Surprisingly, all any of us have to do is view and read the District newsletter and you quickly will recognize the hours and time spent by our DSO-PB. Every quarter Wesley puts out an excellent over-view of the accomplishments and other information



that is informative to Auxiliarists. **A vision for 2012** would be for more of the Auxiliary membership to provide Wes with articles. After all the membership at large does so many things that should be shared with everyone. This is a great opportunity to share your outstanding successes.

HR-Human Resources:- Having served as the DSO-HR (formerly referred to as the DSO-PS (personnel services) I was fortunate to have Bob Davison as my ADSO who was very punctual in handling some 200 national inquiries each year. Bob now serves as the DSO-HR and has put in countless hours continuing the servicing of national leads as well as the disenrollment process in September through December. **A vision for 2012** would be for Bob to be able to spend more time with new members and less time with disenrollment. This can only be achieved by Flotillas working hard to have all their members involved and happy and to keep retention going in the correct direction. We have two new sources developed in 2011, Tuesday Night Live and more recently, Advanced New Member Orientation, both of which are provided live on Go to Web. The main purpose of these tools is to promulgate retention starting with the foundation of new members. The District 11 North leadership (at all levels) needs to explore why they have inactive people and find out what they can do to change the issue.

In conclusion, I think we all will agree that it is NOT easy to be a volunteer in the Coast Guard Auxiliary. Obviously, there are *MANY* volunteer organizations throughout the United States. All of these organizations are supportive and do well for their purpose. I salute anyone that volunteers, rather than spending their time on a couch watching television. Given all that OUR organization of Volunteers commit to and are involved in, makes us one of America's PREMIER volunteer Organizations. **A vision for 2012** would be that all of us review in our own minds, why we joined this organization. To review our value and purpose, not necessarily increase the time we put in, rather, the quality of time that we do provide.

Semper Paratus



Memorial Honors Past Coast Guard Auxiliarists

ALAMEDA, Calif.—Some 300 members of the U.S. Coast Guard, Coast Guard Auxiliary, and community remembered past Auxiliary members during a ceremony today dedicating a memorial built in their honor at Coast Guard Island.

“I'm humbled and privileged to dedicate this unique memorial to our shipmates—Coast Guard Auxiliarists—who have been laid to rest after years of selfless



service to their nation,” said Rear Adm. Joseph Castillo, 11th Coast Guard District commander. “The memorial before us is a fitting tribute that will ensure their tireless dedication, volunteer service, and passion to help the public won't be forgotten. It is also a reminder to our family and friends that they are never far from our thoughts and hearts.”

Built in a semi-circle surrounding the Coast Guard Auxiliary emblem inlaid in concrete, the triangular, granite slabs bear the names of 308 men and women who served in the Coast Guard Auxiliary's District 11, Northern Region, and died between 1976 and 2010. Fifty-seven dedicated Auxiliarists, active duty Coast Guard members and civilians volunteered more than 2,000 hours over an eight-year period to make the memorial a reality.

“We are pleased that we finally succeeded in completing this project and are able to honor those who have done so much for the Coast Guard,” said Roger Haynes, vice president of the Auxiliary's Past Commander's Association and project manager since December 2010.

The Coast Guard Auxiliary is the civilian, uniformed volunteer component of Team Coast Guard. Established in 1941, the Coast Guard Auxiliary currently comprises of 38,000 volunteer members nationwide, who donate millions of hours in support of Coast Guard missions. The Auxiliary's District 11, Northern Region, encompasses Northern California, Utah and Nevada.

Continued on next page



Five triangular, granite slabs built in a semi-circle surrounding the Coast Guard Auxiliary emblem inlaid in concrete honor deceased members of the U.S. Coast Guard Auxiliary. The memorial currently bears the names of 308 men and women who served in the Coast Guard Auxiliary's District 11, Northern Region, and died between 1976 and 2010. U.S. Coast Guard photo by Petty Officer 1st Class Sherri Eng.

U.S. Coast Guard photo by Petty Officer 1st Class Sherri Eng



Current U.S. Coast Guard Auxiliarists admire a new memorial at Coast Guard Island honoring Auxiliarists who have passed away. Built in a semi-circle surrounding the Coast Guard Auxiliary emblem inlaid in concrete, the triangular, granite slabs bear the names of 308 men and women who served in the Coast Guard Auxiliary's District 11, Northern Region, and died between 1976 and 2010. U.S. Coast Guard photo by Petty Officer 1st Class Sherri Eng.



U.S. Coast Guard Auxiliarist Tony Zocchi points out the name of his father, Jim, on a new memorial at Coast Guard Island honoring Auxiliarists who have passed away. Jim Zocchi served in the Auxiliary for 39 years before passing away on Feb. 10, 2009. Built in a semi-circle surrounding the Coast Guard Auxiliary emblem inlaid in concrete, the triangular, granite slabs bear the names of 308 men and women who served in the Coast Guard Auxiliary's District 11, Northern Region, and died between 1976 and 2010. U.S. Coast Guard photo by Petty Officer 1st Class Sherri Eng.

November 19, 2011

was a day to remember. The USCG Auxiliary unveiled its Memorial Walls on Coast Guard Island in Alameda. These walls honor the fallen Auxiliary members, who served our great country with pride and dignity.

The weather could have not been any better. The sun was shining with very little cloud cover. It was warm enough to remove outer layers. It could not have been more perfect.



The welcome and introduction was given by James Van Fleet, Past District Captain. The Dawning of the Day was done by CG Piper Dean McFarren. Flag Ceremony presented by District 11NR Ceremonial Team. Star Spangled Banner sung by Sons of the Sea (St. Francis Yacht Club). COL Palmer Wilkins

(Ret) presented a heartwarming invocation. Perry Joiner, Bugler blew Taps which brought tears to some eyes.

At the podium were many distinguished guests. RADM Joseph Castillo, CAPT Stowe, CAPT Gary Spenik, COMO Marie Scholle, COMO Angelo Perata and more spoke. The speakers all agreed that this was a long time coming and gave a hearty job well done to all involved in the project.

The ceremony ended with a Coast Guard Rescue Helicopter from Station San Francisco hovering overhead, then all enjoyed a barbeque and cake.

Special thanks go out to Roger Haynes for all his hard work getting the volunteers together and making this long time dream come to a reality.

Respectfully Submitted:

Julie Vincenzini, SO-PB D11-1

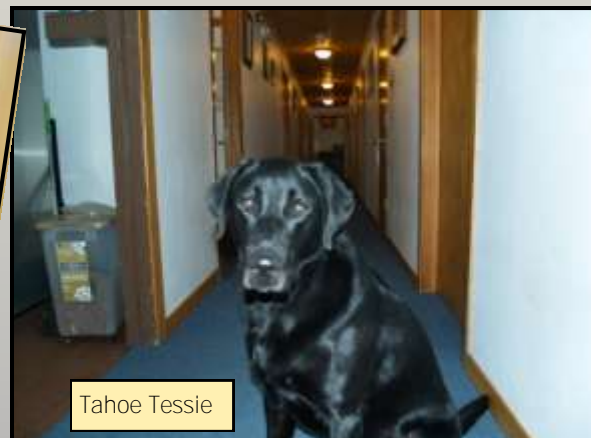


Breakfast at Tahoe

Breakfast was served to the seventeen mem-

bers of Station Lake Tahoe, Forest City, CA on Friday December 16, 2011. Mega Chef COMO Angelo Perata and his associates cooked eggs to order, bacon, sausage, hash browns, pancakes and biscuits and gravy and served them along with assorted fresh fruit.

Mega Chef Perata was assisted by Bette Perata (mega spouse), Kenna Craig, D-AA, Wesley Craig, DSO-PB and Tahoe Tessie (station buddy).



Tahoe Tessie

Martin Luther King Jr Day

On August 28, 1963 in Washington, DC Dr. Martin Luther King, Jr. made his famous speech in front of 250,000 people:

"I have a dream that one day this nation will rise up and live out the true meaning of its creed: We hold those words to be self-evident that all men are created equal." That was almost 49 years ago and had he not fallen to an assassin's bullet on April 4, 1968 at the age of 40, he might have probably lived to see, at age 80, some of this dream come true, when Barack Obama was elected President of the United States.

The philosophy of Dr. King's speech embodies the spirit of Diversity, which is now an integral part of the United States Coast Guard program. This is graphically demonstrated by the diversity of those persons in command and leadership positions within all four branches of USCG: Active Duty, Reserve, Auxiliary, and Civil Service Civilians. The words: "Equal opportunity employer," are not just lip service and empty words in USCG, it is a factual statement.

Dr. Martin Luther King, Jr. Day is now a national holiday in America, and it falls on the third Monday of January. We have much to be thankful for to Dr. King; it was his courage, persistence, and dedication to a rightful cause that helped pave the road for USCG to become a fully integrated and diverse organization. In this respect there is still work to be done, but the course is charted, because the direction has been set by the Commandant of the United States Coast Guard.

It is worthwhile to note that Dr. King not only made eloquent speeches, but he showed by personal example of dedication and hard work that societal advancement is to be earned, and not merely received by virtue of being in a minority. He earned his BA degree from Morehouse College in 1948; he was awarded the BD in 1951 from the predominantly white Crozer Theological Seminary in Pennsylvania; he enrolled in graduate studies at Boston University for his doctorate in 1953, earning it in 1955. His title of "Doctor" was not an honorary one.

His dedication to his cause was so strong, that when he received the Nobel Peace Prize in 1964 (he is the youngest recipient of the award) he turned over to the U. S. \$54,123.00 for the furtherance of the civil rights movement. That was an awesome gesture, because that was a huge amount of money in 1964. It is only right that we as Americans honor this great man on Monday, January 16, 2012 and every year thereafter.

Respectfully submitted,

George E. Barantseff

Diversity Advisor – DIV-1 & FL-12, 11NR

U.S. Coast Guard Auxiliary

IT IS WITH GREAT HONOR...

Larry Olson, DSO-AV D11N

...that I recognize Aux Pilot Doug Kerr, ADSO-OP, and his wife Aux Observer Deb Kerr for saving the life of a woman boater on San Francisco Bay on Saturday, 10 Sept 2011. Doug Kerr, PIC, with his wife, Observer Deb Kerr, began their Delta patrol in Doug's Bell 47 Helicopter, N2473B (jointly owned by Doug Kerr and Carol Simpson) from Hayward Airport at about 1130 hrs. About 15 minutes later they reached the Emeryville - Berkeley shoreline, when Deb spotted a sailboat that had just capsized off shore between the Emeryville Marina and the Berkeley Marina. Doug piloted the helo to the capsized sailboat and they observed four persons in the water (PIW) around the boat. Deb radioed this situation to Sector SF on Channel 21A. They continued to circle the distressed sailboat while the boat crew made several failed attempts to upright the boat. The wind was estimated at about 35 knots and the Bay was quite choppy.

Deb continued to radio status reports to Sector and answered questions from Sector about the situation and condition of the PIW. After 15 to 20 minutes, a skiff came out from the Berkeley Marina and began to assist the distressed boaters.

Doug and Deb were convinced that this situation was under control and that they were no longer needed. Deb was just ready to advise Sector, when she spotted a second sailboat capsize several hundred yards from the first capsized boat. Doug immediately proceeded to the second capsized boat and observed three PIW. Deb then radioed Sector of this second observation and began reporting conditions and status to Sector. The helo crew noticed the capsized boat drifting toward the rocks with two PIW clinging to the overturned boat, however, the third PIW was now separated from the others by approximately 100 yards and did not appear able to swim to the drifting boat. Doug descended to about 500 feet to better observe this distressed PIW. Doug and Deb believed this PIW was in serious trouble and was unable to swim. Deb was giving continuous updates to Sector on Channel 21A and was answering questions from Sector and providing information to Sector.

In a few minutes Deb received a radio call from CG 25501, advising the helo crew that they were in the area to assist and asking for vectors to the PIW. Doug and Deb spotted CG 25501 and Deb began giving directions to reach the PIW. Just to complicate matters, a marine layer was rapidly moving over the scene and was intermittently obscuring both the PIW and the CG boat from Deb's view. Several times the helo crew re-established visual contact with the PIW and then with CG 25501 and Deb was able to provide further directions to the CG boat crew to help them intercept the PIW. The CG boat responded immediately to each change in direction message transmitted by Deb. In the meantime, Doug slowed the helicopter down to about 35 mph and was making tight orbits over the scene in an effort to keep the PIW in sight as well as monitor the progress of CG 25501 as it maneuvered to reach the PIW.

During this time the PIW was not swimming and was obviously in trouble. Finally, CG 25501 reached the PIW and pulled her aboard their boat. They then checked on the

capsized sailboat, but determined that the remaining two boaters were now next to the shoreline and able to take care of themselves. The victim, now on board CG 25501, was in need of medical care and was transported to a hospital. The marine layer had now completely covered the area and Doug piloted the helicopter away from the Bay and on up into the Delta.

Doug and Deb were later advised by Sector that the victim was taken to a hospital with a core body temperature of 92 degrees F. She was hypothermic and had lost the ability to swim or care for herself. There were no other boats or assistance available to her and the conclusion was that she would almost certainly have perished had it not been for the Aux helicopter and CG 25501.

Being able to provide life saving assistance to the boating public is what all of us in the Coast Guard and the Coast Guard Auxiliary train and practice for. This is an example of how our training and work pays off.

On a side note, I was attending our D11N Board and Staff meeting on Coast Guard Island (CGI) on this Saturday. I had brought my land mobile facility to CGI in order to have the annual re-inspection completed by Jeff Price, DSO-CM. Jeff and I were conducting the inspection of my facility and we monitored Channel 21A during much of this rescue operation. Both Jeff and I were very impressed with the radio traffic and coordination among Deb in the helo, the watch stander at Sector SF, and the crew of CG-25501. In particular, Deb Kerr demonstrated exceptional professionalism during the hour-long rescue operation involving both of these capsized vessels. Deb's radio transmissions were clear, concise, and on-point. She was calm and provided only the necessary and important information, without taking up more air time than needed. Deb would give vital information to Sector and answer questions from Sector and then patiently wait for responses. Deb seemed to recognize that the Watch Stander was working hard on this rescue and was likely handling several radios and telephones at the same time and, therefore, Deb waited for responses without repeating her transmissions or over-using the radio.

I am sure all of you join me in commending Aux Pilot Doug Kerr, ADSO-OP, and his wife, Observer Deb Kerr, along with the Watch Stander at Sector SF, and the boat crew of CG 25501 for an outstanding job in this life saving rescue operation.

D-TRAIN - March 16-18
Monterey, CA

COMMS FLEETWEEK

During Fleet Week, the Municipal Pier was the staging point for all the air show crews and broadcast announcers - including those for the Parade of Ships, the Canadian Snowbirds, the Navy Blue Angels, an Oracle stunt plane, specialty Air Force and Navy aircraft, a low flying United 747, etc. Other pier activities included the singing of the national Anthem by a local yacht club choir, a visit by the Mayor of San Francisco, and frequent radio and television interviews with the Fleet Week and air show staff and support teams.

The communications crew arrived at the Pier every morning at 0730, as the San Francisco Police and Department of Homeland Security were conducting their daily searches for suspicious “packages”. The courteous police would have PWC’s checking under the pier and dog teams sniffing every item on the pier, the communications trailer included. The pier was closed to the general public.



The communications team included Larry Draper, Carol Paz and Kevin, Liz, Fred and Bonnie Sellstrom.



The air show personnel would arrive each day around 0930, set up their equipment, and the Air Show Boss would then leave to conduct her morning pilot’s briefings at the Maritime Museum. As liaisons for the air show personnel, Kevin and Larry were delegated to attend the meetings and maintain close communications with the Air Show Boss, flight crews, and the FAA. They also coordinated chart and schedule changes by the air show staff, and communicated all pertinent information immediately to and from the PATCOM on the cutter Sockeye. A communications crew member was always an additional set of eyes for PATCOM and the air show personnel.

In addition to acting as liaison’s to the air-show staff, the joint communications crew also carried the radio guards for *all* Auxiliary facilities to and from their berths to their

designated positions at the air show safety “box”. Due to recent changes at the Sector San Francisco command center, and this year’s addition of communications teams from the U.S. Navy, Department of Homeland Security, and other government agencies, the Sector command center was both a very crowded and very busy hub of non-Auxiliary traffic.



At the request of the Sector Command Center staff and Sector leadership, the Auxiliary communications staff was asked to assume the role of providing primary communications for Auxiliary facilities in order to relieve the load on the command center. The Auxiliary communications team maintained constant secure communications with Sector and PATCOM, providing frequent updates of facility status’

and immediate SITREP’s for emergent issues.

Throughout the event, Larry maintained all the facility berths and positions on a wall chart as they progressed to and from their berths each day. Liz maintained the logs of each vessel every day, and provided these logs electronically to Sector after securing each day’s mission - a final total in excess of 70 pages of logs. The communications team secured each evening around 1830-1930.

Throughout the day, close contact was maintained with the air show personnel, including providing back-up ground-to-air communications, back-up power, a communications link with PATCOM, and storage of the air show communications equipment at night.

During the first day’s practice show, the communications crew made a positive showing by providing power to the air show personnel’s communications equipment before their generator arrived, and during the week, supporting the Navy, FAA, and other personnel by providing a place to charge cell phone and radio batteries, and assisting wherever possible with the entire Fleet Week support team on the pier.



INTERPRETER ACTIVITIES

DECEMBER 8, 2011: At 1323 hours Pacific Time, *George Barantseff, D-11N 1-2* received a telephone call from USCG District 5 Control Center, Portsmouth, VA, and requesting Russian language assistance with results of a SAR case. A MAYDAY was received at 0400 Eastern Time from a 30' sailing vessel operated by a Victor Mytsalo stating that his boat was being destroyed by heavy winds. USCG was unable to save or recover Victor Mytsalo. Location of the event was Chesapeake Bay LAT 37°47.69N/ LONG 07°600.97 W, (SAR case No. 578567).

George was asked by D-5 to interpret this information via telephone to the only known relative per visa information - Ludmilla (only name given) - who lives in Russia. There were three telephone numbers given - there was no answer to all three calls (it was 0130 hours at that part of Russia - near Ukraine). D-5 will make further attempts to contact Ludmilla at a later time today.

George was requested to stand by to provide the necessary linguistic assistance. Time was 1336 hours Pacific Time. At 1830 hours (Dec 8) via telephone with USCG D-5 Control Center LANT International Affairs has assumed responsibility of communicating with next-of-kin of Victor Mytsalo via Russian Federation Embassy in Washington, DC because Mytsalo was a Russian national on a visitor's visa to the United States. This is now a State Department with U.S. Coast Guard assistance event. My linguistic support is no longer required and I have been released from stand-by status until further notice.

DECEMBER 9, 2011: At 1340 hours Pacific Time Dec 9, 2011 George was re-contacted by USCG D-5 Control Center with a further request for Russia language assistance mission Case #578567.

It appears that efforts through the Russian Federation Embassy, Washington, DC and LANT Area International Affairs were unsuccessful. A new telephone number was found for Ludmilla - a three-way conference call was established. George spoke to her and she told him that she was Victor Mytsalo's former wife, and that he had no other living relatives. It was necessary for George to inform her of her ex-husband's death at sea - she took the news very hard and turned the telephone over to her daughter, as she was overcome by emotion. George explained that they will have to make contact with the United States Consulate closest to their residence or to contact the U.S. Embassy in Moscow, Russia for further instructions. She requested the D-5 Control Center's telephone number in case she needed to re-contact the US Coast Guard. This part of the mission was completed AT 1410 hours Pacific Time.

DECEMBER 11, 2011: At 0704 hours Pacific Time George received a telephone call from USCG District-5 Control Center, Portsmouth, VA requesting additional Russian language interpretation assistance. Ludmilla Mytsalova - ex-wife of the missing-at-sea sailor/boater - again contacted USCG D-5 (case No. 578567). Prior to speaking with her, George was instructed by D-5 to inform her that Coast Guard has suspended opera-

tions on the case, and that all of her future communications must be with the United States Consulate closest to Krasnodar or the U.S. Embassy in Moscow, as the case is now being handled through the U.S. State Department Foreign Service. When Ludmilla came on the line she wanted to know when the Coast Guard will begin salvage operations to recover the sailboat. George explained to her that any salvage operations will not be done by U.S. Coast Guard because it is a commercial operation. George also relayed the information from D-5 in reference to future communications in regards to this case. She stated that she understands that Coast Guard has suspended the case. Her parting remark was: "I wish you well" which is different from: "Good Bye" - which translates from Russian into: "Until the next meeting" which would have left the issue open. D-5 believes that this was the final contact from her. Her best contact telephone number is a matter of record. No further action is anticipated in this matter.

Victor Beelik, ADSO-OP-I





Auxiliarist Assists Vessel in Distress

22 NOVEMBER 2011, Morro Bay - Tom Stead was out for a day on the water in his vessel Sea Hawk. While the vessel is a Coast Guard Auxiliary Operational Facility and Tom is a qualified Coxswain and Flotilla Vice Commander Elect of the Morro Bay Flotilla, neither the vessel nor Tom was operating under patrol orders that day. Approximately four miles out of Morro Bay Harbor, a 22 foot pleasure craft with three persons on board (P.O.B.) began taking on water. A water hose had ruptured and the three P.O.B. were becoming desperate. Auxiliarist Stead came alongside the stricken vessel, went aboard, administered emergency repairs (duct tape), and activated the bilge pump.

To assure a safe return to the Harbor, the Sea Hawk escorted the pleasure boat back to safe haven in port much to the relief of the three P.O.B. This event was reported by VHF-FM radio to Coast Guard Station Morro Bay. The actions of Tom Stead saved the Coast Guard from having to venture four miles out to sea to initiate a tow.

WELL DONE MR. STEAD!

Wally Smith
DCDR-6



The Sea Hawk on patrol in Morro Bay Harbor.

Fleet Week 2011-San Francisco

By Dan Fish

USCGAUX 11NR-08-08



USCGC Aspen WLB 208

On October 7, 2011, Friday of Fleet week, my wife Randa and I had an opportunity to spend a day aboard the USCGC Aspen (208). We, along with 130 other souls were privileged to be invited as guests of the USCG to spend a day on San

Francisco Bay, enjoy a delicious lunch prepared and served by the crew and AuxChef, Gary Dromi, VFC Flotilla 88, Clear Lake, and to enjoy the air show put on by the US Navy Blue Angels, precision flying team along with elements of several other military and civilian air demonstrations and aerobatics performers.

For us, the day started early as we decided to leave Lake County by 0530 in order to arrive at Yerba Buena Island by 0930, our boarding time. We were fortunate, that even with commute traffic in the Bay Area, we arrived well ahead of schedule at 0800 which gave us the opportunity to meet other guests, view and photograph Coast Guard and Navy vessels which were docked at the Coast Guard base and visit the guest reception center for coffee, a slide show telling the story of the USCG and meet and talk with a number of knowledgeable and gracious active duty Coast Guard officers and enlisted personnel.

As luck would have it, the departure time slipped to 1130 but we were able to board the Aspen at 1100 and had an opportunity to explore, sign in, place orders for our lunch choice of Philly Steak or Pulled Pork sandwiches and purchase Aspen T-shirts, sweat-shirts and ball caps. Before departure the crew gave visitors a safety briefing and we were welcomed aboard by the Commanding Officer, Lieutenant Commander Roy R. Brubaker, who provided a short history of his command as well as describing the mission of the Aspen.



Aspen Crew prepares to weigh anchor

On April 21, 2001 USCGC Aspen (WLB 208) was launched in Marinette, Wisconsin. She is the eighth of the Juniper Class Seagoing Buoy Tenders built by Marinette Marine Corporation and carries a crew of 34 enlisted and 7 officers. She is one of the most advanced vessels afloat today, integrating the latest technological developments in computers, navigation, environmental protection, and remote monitoring systems. The Integrated Ships Control System coordinates radar, satellite navigation, and computer-generated charts with the ship's controllable pitch propeller, rudder, and thrusters. With these advance-



ments working in concert, Aspen can maintain station within a 5 meter circle without human intervention. Aspen is also equipped with an advanced oil-skimming system know as the Spilled Oil Recovery System (SORS). Today, the *Junipers* conduct almost as much law enforcement as aid to navigation work; they are also outfitted to handle search and rescue, homeland security and some ice breaking operations.

Aspen is home ported in San Francisco, California and is responsible for servicing over 180 aids to navigation, in addition to 12 National Oceanic Atmospheric Administration buoys. At 225-feet in length, she replaced the 180-foot sea going buoy tender USCGC Buttonwood, which was decommissioned June 28, 2001 after 58 years of service.

We departed the dock on time and proceeded under the San Francisco/Oakland Bay Bridge west, past the San Francisco city front on a morning with bright sunshine, a brisk breeze and an escort of US Navy and Coast Guard high speed intercept vessels complete with machine guns and crew dressed in combat ODUs and carrying an arsenal of automatic weapons. With Angel Island on our starboard and Alcatraz and the city front on our port, the Golden Gate Bridge on our bow and the Bay Bridge on our Stern, there was no shortage of photo ops. We proceeded West just short of the Golden Gate where we anchored on station as one of the vessels defining the air show performance corridor surrounded by other Coast Guard and law enforcement vessels as well as dozens of private vessels, all anxiously awaiting the impressive air demonstration we all knew would soon be starting.

Before the show started however, we enjoyed a terrific lunch, some of us eating on the mess deck and others braving the brisk air and cool breeze to eat on the buoy deck outdoors. Lunch was followed by a short tour of the above waterline decks of the ship including the foredeck, crew quarters, the wardroom where officers take their mess and relax, the rudder room, bridge and fantail.

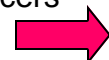


The entire Bay Area was then rewarded with an air show that lasted for at least two hours, including per-



AuxChefs (in aprons) Gary Dromi (08-08) and Tommy Holtzman (03-05) confer with galley crew

formances and precision flying demonstrations by the RCAF Snowbirds Jet Team, Patriot's Jet Team, Navy EA6B Prowlers, USMC MV-22 Osprey, Navy F-18 Super Hornet, United Airlines 747, USAF F-15 Strike Eagle, Team Oracle acrobatic flyer Sean D. Tucker, and climaxed by the performance with the one and only US Navy Blue Angels. With necks made stiff from following performances overhead and airplanes streaking by from every direction, and mostly out of film, we watched the crew as they weighed anchor and we got underway for the short trip back to the dock at Yerba Buena Island. Goodbyes were said and thanks given to the wonderful officers



and crew of the Aspen for allowing us landlubbers to experience a partial day in their lives. It is a day Randa and I will never forget, and it will always remind us of the extraordinary skills, dedication, bravery and commitment possessed by each and every member of our Armed Forces and especially the United States Coast Guard. **Semper Paratus!!**



Coast Guard Cutters docked at Yerba Buena Island



December 7, 2011

By Randy Parent, DFSO

Members of the USCG Auxiliary and the Military Vehicle Collectors of California (MVCC) provided a VIP convoy to Coast Guard Island, Alameda, CA (CGI) on December 7, 2011, for the Pearl Harbor Remembrance Day event. This



may have been the first time since WW II that a fully armed (no ammo) military convoy landed on the Island.

The convoy of four WW II Military Jeeps and one Army Command (staff) car departed from the Buttercup restaurant, Oakland, CA parking lot at 0745 hours in a single file formation and crossed the Coast Guard Island Bridge at 0755

hours. This was the approximate time of the attack at Pearl Harbor 70 years ago.

The convoy's lead vehicle was Randy's Military Police Jeep, displaying the CONVOY FOLLOWS sign on the front bumper. The crew was Randy Parent (driver), Larry Olson, Captain P.J. Maguire, and his son, Davey

The next Jeep in the convoy was driven by John Place (MVCC) with RADM Colvin riding shotgun, and Captain Spenik behind the .30 caliber machine gun. Miles Young was manning the M-1 Grand.

BJ Parma, MVCC driver and owner of the third Jeep in the convoy, held the heavy weapons position with his anti-aircraft .50 caliber manned by CDR Curtis Sumrok and Commodore Angel Perata.

The Command Staff car was driven by Larry Pirack (MVCC) with Tom Walker (Aux) and friends.

Protecting the convoy's rear was the WAC Jeep, owned and driven by Carole Parma (MVCC). Gunners were Anita Farnholtz (Aux) and Audra Jacques (US Army ret).

Following the short convoy to CGI, the five WW II vehicles were parked for display in front of the Welcome Room. The display of WW II historical vehicles provided a wonderful opportunity for the WW II Veterans and visitors to see up-close the tools used by the military 70 years ago. Many of our MVCC members wore WW II uniforms and displayed historic weapons from WW II.

Following the formal commemoration, the five Jeep convoy departed for a tour of the Island with Captain Maguire as convoy commander. The convoy made a brief stop at the helicopter LZ to welcome the USCG Auxiliary Helicopter, piloted by Doug Kerr and Observer LTJG Dave Stern (Air Station SFO).

MEC William Hurt, Alameda Security Chief, provided convoy escort duties with his staff. Bravo Zulu to the security staff at CGI for making this event possible.





(L to R) Randy Parent (Aux) and Miles Young (MVCC)



Photo in front of Jeeps (L to R) Larry Olson, Carole Parma (MVCC), Randy Parent, RADM Colvin, John Place (MVCC), Larry Pirack (MVCC)

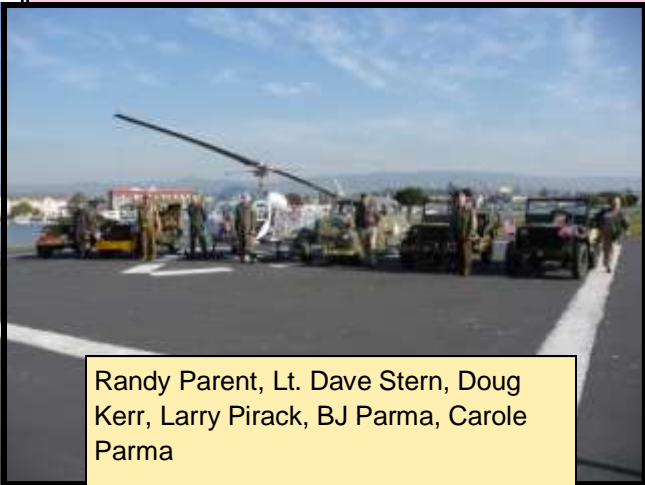


From Left: Miles Young(MVCC), Randy Parent (AUX), Tom Walker(AUX), Coastie from Security Dept., Larry Olson(AUX). Coastie was doing a security check of Larry Olson's weapons before proceeding to CGI.



Pearl Harbor Survivor talking with Randy Parent

Continued on next page



Randy Parent, Lt. Dave Stern, Doug Kerr, Larry Pirack, BJ Parma, Carole Parma



Staging in Buttercup Restaurant parking lot. In foreground, Randy Parent and Davey Maguire (Capt PJ Maguire's son)



Bell 47 with (L to R) Lt. Dave Stern, Capt. PJ Maguire, Doug Kerr (Aux)



(L) John Place (R) Pearl Harbor Survivor

**Photos by; Laurie Kerr
FSO-MA Flotilla 12-91**



Display of Military vehicles with Bell 47 Aux helicopter

Volunteers Bring Holiday Cheer to Veterans

Dec. 16, 2011 – U.S. Coast Guard Auxiliary members were invited by Veteran Administration Medical Community Living Center’s Director, Dr. Elizabeth Sutherland, to join with U.S.C.G. Sector San Francisco and other volunteers in serving a Friday holiday luncheon to the Center’s retired veteran residents, as a part of the V.A.’s “Cultural Transformation” model, supporting veterans in hospitals.

Gail Giacomini, Public Affairs Staff
Officer District 11NR, Division One

After signing in, at 0800, receiving a briefing and thanks from nursing home staff, thirty U.S. Coast Guard Auxiliary and C.G. Sector S.F. volunteers assisted setting up, decorating and providing tables, cutlery and napkins, while listening to the Vet’s Holiday Choir sing carols, then serving more than 130 veterans a fantastic turkey dinner donated by San Francisco’s quality shops, stores and bakeries, and prepared by Center staff.

Volunteers were able to listen to WWII, Korean, Vietnam, and Desert Storm veterans’ battlefield and stateside service stories, and enjoy the laughter and sharing of veteran’s visiting families, who were invited to help honor their veterans at this 4th Annual V.A. Holiday Party.

Veterans and visitors enjoyed live musical entertainment provided by two local groups: “Bread and Roses” and “The Adelic Trio”, which alternated between the two floors of the Center devoted to the party.



One of the veterans, retired Colonel Joseph Barr, aged 92, joined the Army Air Corp in 1938, became a P-38 Air Force pilot, and retired in 1963 as Commander of the S.F. Presidio, was interviewed by Rick Pisis, District 11NR PA officer, and told some fascinating stories, one of which included a near escape, in North Africa, while on a strafing run, of cutting a telephone pole in half with his right wing, losing an engine, becoming nearly inverted, recovering and managing to fly another day!

Rick Saber, U.S. Coast Guard, Auxiliary member of District 11NR, Flotilla 1-2, one of the founding members of the annual holiday party in 2008, said, “This is a grand event for these otherwise isolated veterans- we get to interact with them, listen to their stories and share the warm camaraderie of the holiday season. The mission we accomplished is an outreach program which hopefully will ignite other U.S. Coast Guard Auxiliary Divi-



sions' interest in community involvement that reflects U.S. Coast Guard values which respect and honors veterans. It's a priceless experience!"



Battagli and Matthew Nelson



Vet and James Goff



Vet and Band Member



Rick Saber & Colonel Milton Morris



Colonel Joseph Barr & Rick Pizio



Charles Garde & James G



Larry Seeger and Vet



Vets' Holiday Choir with Gordon Anderson on right end



Alex Bennet serves Vet's families



Larry Seegar, & Vet Theodore Connelly



Robert Liu signing in with Tommy Holzman



Center Staff at briefing with Dr. E. Sutherland



Tommy Holzman & Vet Deborah Garner



Jerel Berkov briefed with Auxiliary volunteers



Veteran's Medical Center staff, USCG Auxiliary and USCG Sector SF Veterans' Holiday Party Volunteers.

Auxiliary Flotilla Celebrates 10 Years

Article written by Rick Postal, Flotilla 8-11, D11-NR, Crescent City, CA

Reprinted with permission "Del Norte Tripllicate," Crescent City, CA



When two concerned citizens didn't get what they asked for after a tragic accident off the Crescent City jetty near Battery Point Lighthouse, the events that followed would lead to the formation of a U.S. Coast Guard Auxiliary Flotilla in Crescent City.

Following the sinking of the commercial fishing boat the F/V Paul C on Dec. 15, 1999, which resulted in the loss of the lives of two local crab fishermen, Bev Noll, a former commercial fisherman, and Mary Messal, a then-active member of "The Commercial Fishermen's Wives Association," campaigned for increased Coast Guard protection for offshore boaters in the Crescent City area.

As it is now, the Coast Guard Cutter stationed at Whaler's Island in Crescent City was often away on maneuvers at sea and unavailable for local open ocean rescue. The closest lifeboat stations, intended for near-shore patrol, were at Humboldt Bay, and Brookings, Ore., both too distant for timely response to the fishing grounds off Crescent City.

After the locals solicited the help of U.S. Rep. Mike Thompson, negotiations with the Coast Guard began, resulting in several visits to Crescent City by Coast Guard personnel. Noll then flew to Washington, D.C., representing The Commercial Fishing Industry Vessel Safety Committee, and while there, continued to lobby for a small boat station in Crescent City.

In the end, however, the Coast Guard maintained it did not have the resources to meet the request, and according to Noll, the final visiting Coast Guard representative said, "let's see what the community is willing to pony up." Noll and Messal accepted the statement as a challenge, and proceeded to organize and arranged to train 16 of their friends and relatives.

As a reward for the effort the Coast Guard presented them with the keys to a boat, and Crescent City then became the home of the first-ever U.S. Coast Guard Auxiliary organization to operate an official Coast Guard watercraft in open Pacific Ocean waters for search and rescue purposes.

The first Coast Guard boat they received was a 20-foot rigid hull inflatable (RHI) that became surplus to the Coast Guard when they were replaced by more current technology.

Beginning Friday, Flotilla 8-11 will host a 10th anniversary celebration in



Crescent City. The event will be attended by both Coast Guard and Coast Guard Auxiliary personnel, plus friends and guests. Saturday's activities will include skill-related competitions at the Coast Guard Station and conclude with a banquet at Veteran's Memorial Hall.

Flotilla 8-11 is now on its third Coast Guard boat and continues to provide open ocean rescue response for the Crescent City commercial and sport boating community. Dispatch orders predominately originate from the Coast Guard at Humboldt Bay, and coordination with any other agency is arranged at that level.

Some years as many as 40 requests for assistance have been answered by the local flotilla. Skill levels for the boat crews are set by Coast Guard standards and are monitored closely by the Coast Guard. Training is ongoing. In 2006 a Flotilla 8-11 boat crew flew to Cape May, N.J., to compete in the National Search and Rescue Competition. Its members returned home national champions.

In addition to search and rescue, the Coast Guard Auxiliary in Crescent City teaches boating safety courses, offers free Vessel Safety Checks that qualify the boat owners for discounts with many insurance companies and provide local children with free life jackets

It also stands ready to assist the Coast Guard whenever necessary. On March 11, a tsunami generated by a severe earthquake in Japan caused catastrophic damage to the Crescent City harbor, sinking many of the moored fishing and pleasure vessels. The Coast Guard immediately took charge and started the process needed to minimize environmental damage.

The Coast Guard requested that the Auxiliary be part of the team. Auxiliary members, with local knowledge, helped build a successful liaison between emotionally charged boat owners and the agencies delegated to do the work. Flotilla 8-11 received recognition and an award from the Coast Guard for its participation.

In 2010, Coast Guard boating safety statistics indicate 237 paddlers either died or were injured while paddling on our nation's waters. Of those, 141 died from drowning and 13 died from other causes.

Dynamic Duo

A force to be reckoned with, Pam Berger and Lana Visser on patrol at Bear Lake

USCG Auxiliary Flotilla 8 • Division 7 • District 11NR, Utah, Western Lakes Mariner , January 2012

Raspberry Days was drawing to a close. Bear Lake had been quiet all Sunday afternoon. We had finished some training with Margo Huddleston and had secured our patrol boat, 'Mama Bear,' for another week. Driving back to the cabin, the sky was threatening and the wind was increasing as a storm quickly began to move in. The call came over the radio - vessel in distress. They had no engine power and were tied to a tree in the water north of Ideal Beach. By this time the wind was blowing hard and we could see whitecaps on the lake. The only park ranger on duty was heading to the marina to go out, but a rescue and tow in wind like this with only one person on board would be difficult. After calling the ranger to ask if he needed help, Pam and Lana headed over to the marina. Pam helped the ranger ready the Parks boat while Lana grabbed float coats off Mama Bear. The wind had kicked up to over 60+ mph as we headed out of the marina with heavy seas. Visibility was difficult with the spray blowing sideways off the crest of the waves. We could see sky above us, but nothing in front of us but white spray. It was fortunate we were in the 27-foot Boston Whaler with the enclosed cabin. We had cleared the marina and were plowing through six- to eight-foot waves when Rich County dispatch radioed us to let us know she had received five 911 calls reporting sinking vessels with people in the water north of Ideal Beach.

We headed south, the windshield wipers barely able to clear the water from the windows and the radar only picking up the echo returns from the spray. Pam spotted an object in the water three-quarters of a mile out from Ideal Beach, which turned out to be a turtled Hobie Cat with two people in the water clinging to the hull. Circling the vessel to assess the situation was extremely difficult as the waves beating against the boat and the gale-force winds kept trying to push us into the Hobie Cat. The ranger was at the helm in the enclosed cabin, so Lana was relaying messages between Pam and the ranger while Pam threw a line to the men in the water - a feat complicated by the wind and blowing spray that kept blowing the line away from the men in the water. One of the men finally managed to catch the line and we pulled him in. Pam threw the line back to the second man who caught it, and then swam to the Parks boat once he got close enough. Both men were now safely on board, but as we were preparing to continue the search for other vessels the wind caused the Hobie Cat to start righting itself. The owners were concerned that it would cartwheel across the water, but there was nothing we could do to prevent that. Luckily, that didn't happen.

We had not located the vessel with engine problems that had called in initially, and we did not know if there were other vessels in distress besides that one. The ranger radioed Rich County Dispatch requesting she contact the 911 callers to determine if we were trying to find multiple boats sinking, or if they were all reporting the same distressed vessel. While we were waiting for her to report back we started a shoreline search, heading towards the original vessel in distress. The dispatcher reported back within ten minutes that she was unable to contact any of the parties.

A short time later we located the second vessel (remarkably where the owners

Continued on next page

had reported they were!) about a mile west of the first rescue. They were scared but secure, and more worried about radio reports of other vessels and the people in the water than their own situation. We attached the tow line to their vessel, towed them to the Azure Cove marina and secured the tow. A rather anticlimactic end to what could have been a life-threatening situation.

Incredibly, the wind and waves had died down and the lake was almost flat. It was amazing how quickly the lake had calmed down after such a ferocious wind. The ranger commented he had only seen that happen a few times, and he had lived in the area all his life.

We still had the two men from the Hobie Cat on board, and they requested we take them back to their boat so they could sail it back to shore.

They righted the Hobie Cat and headed home - very slowly, because now there was no wind. We did a sweep of the lake north and south of the marina, checking out what looked like an overturned PCW (it turned out to be a tube), turning a kayak back to shore because of no PFD's, and staying out of sight while the ranger talked to the owner of a power boat trying to get "one last ski" in (after dusk) on a boat whose driver had a very obstructed view because of a huge tube tied on to the bow of their boat.

On the way back from the marina we noticed that the Hobie Cat was close to shore. The lake was calm and it was hard to believe that only a little while before we had been in such a violent storm. We got to go home and change into dry clothes (soaked jeans are really heavy) - the ranger had to deal with other storm-related problems like the Raspberry Days Fair Port-a-Potty that had blown into the street in Garden City!

It was very fortunate that the storm hit late Sunday afternoon when most of the Raspberry Day visitors and boaters had already left. If the storm had hit on Friday or Saturday while the fair was in progress and there were many more boats on the lake, it could have been disastrous. As it was, there were no injuries or damage and Lana survived her first nasty storm on Bear Lake!

By Pam Berger & Lana Visser



Pam Berger (coxswain) & Lana Visser (crew) aboard 'Mama Bear' at Bear Lake, Utah, Photo: P. Berger

Happy New Standing Rules Year!

Robert Firehock, CC-a-P

With good fortune every new year brings fresh opportunities and interesting challenges. Occasionally, they also bring accompanying administrative obligations. With the issuance of the latest version of the Auxiliary Manual late last year comes one new 2012 obligation for every unit in the Auxiliary. Each District, Division and Flotilla will need to adopt new standing rules to conform to the policies and procedures promulgated in the new Auxiliary Manual, COMDTINST M16790.1G.

Our standing rules are our bylaws, the first level guide to how we conduct our unit's administrative activities and governance. Up to date standing rules can help eliminate confusion and controversy as we go about our organizational business. While the Manual and other policies articulated by the Commandant govern in any event, having a current set of standing rules readily accessible to your members is certainly a best practice. New members in particular benefit from having easy access to a copy of the rules, though experienced members often find referring to these rules a helpful 'reminder' of how things are actually supposed to work. Everyone should have a copy of their Flotilla standing rules in whatever their Auxiliary stash of materials may be.

This time there is a structural shift in the standing rules model for Divisions and Flotillas. Since 2006 all Districts have been operating under a template in which the main body of their standing rules is a fully standardized nationally-approved version, with a few local 'fill in the blanks' options and the opportunity to adopt a wider range of truly local rules, like specific District award programs, in appendices. The main body is fixed in place and, save for the few elective provisions, cannot be altered without National approval. This model now has been extended to all levels of the Auxiliary. Divisions and Flotillas will be expected to adopt Nationally-approved standardized standing rules, again with some discrete local elections, and to put all other 'local matters', if any, in appendices to their rules.

The main body of the rules will not change (unless an elective provision, such as a quorum requirement for a flotilla, needs to be amended). However, the local unit will have full control of its own appendices, subject as always to conformity with all Auxiliary policies and procedures including required approvals. These can change as the needs of the local unit dictate and provide flexibility to address local issues and programs.

The current versions of the Nationally-approved unit standing rules can be found on the National Legal web page, at http://cgaux.org/leadership/chief_counsel.php. A minor glitch in the flotilla rules was addressed recently in an ALAUX dated 12/28/11, providing for a smoother, more workable adoption and amendment process.

Leaders at all levels should work with appropriate officers (for example, their Vice, Secretary/Records, Immediate Past) and their District legal staffs as necessary, to review their rules and prepare to adopt new rules and any appendices important to their smooth and transparent operation as Auxiliary units. Getting this done early in the year will be important, too, since, for example, there are changes to the nomination and election processes which you will want understood and adopted before we enter the 2012 election season. As always, any questions should be addressed through the chain of leadership and management, and include consultation with your District legal officer and staff.

(Mr. Firehock is the Assistant Chief Counsel, Pacific, and was previously District Staff Officer for Legal in District 11NR.)

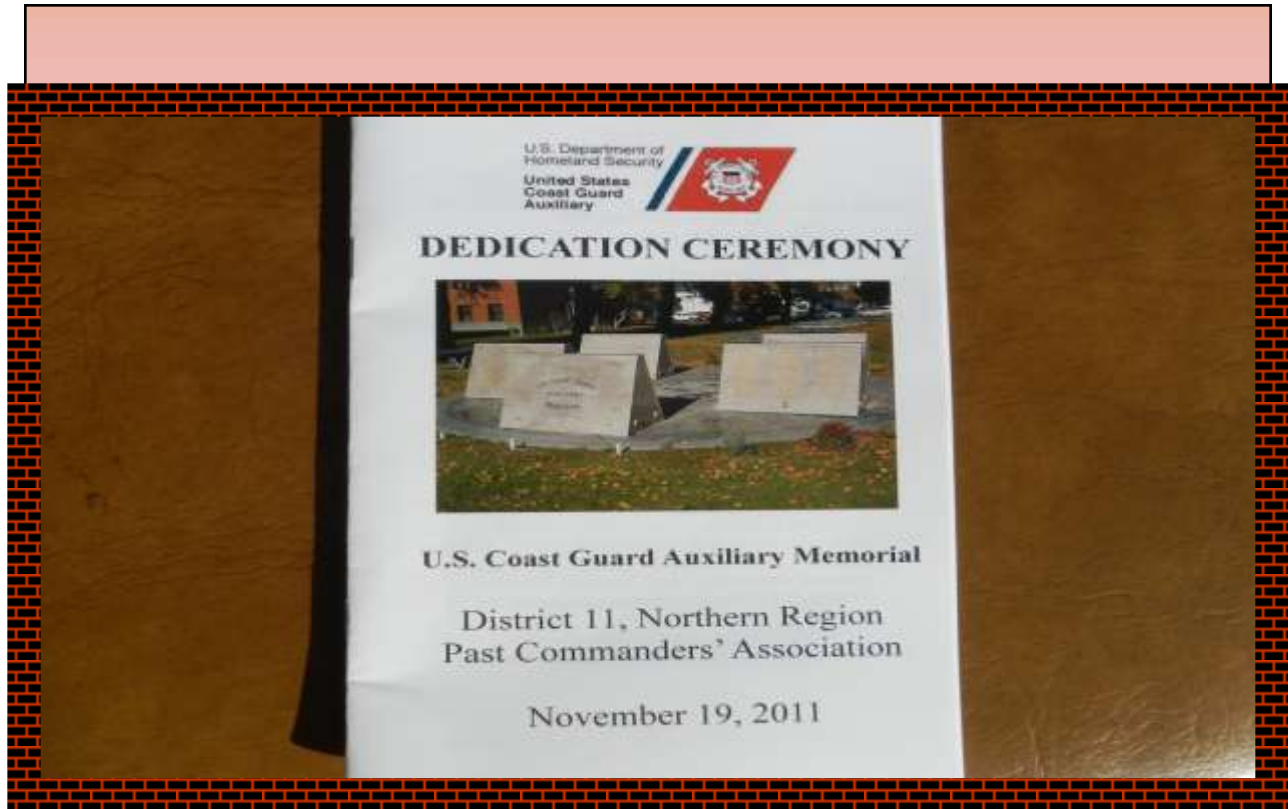


Photo by: Julie Vincenzini, SO-PB D11-1

NORTHWIND

DISTRICT ELEVEN NORTH

