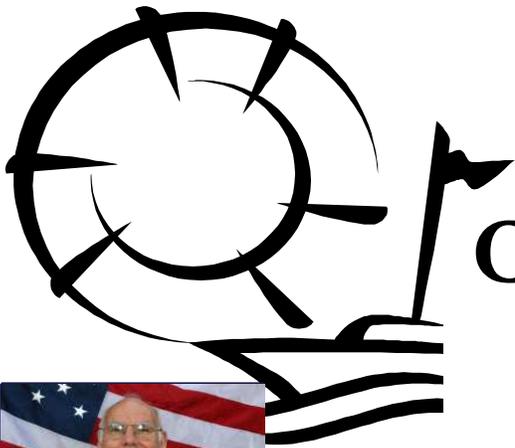


United States Coast Guard Auxiliary  
Commander (dpas)  
Eleventh Coast Guard District  
1001 S. Seaside Ave., Bldg. 39  
San Pedro, CA 90731-7391



# Commodore's Bulletin and Director's Newsletter

Arizona / Southern Nevada /  
Southern Utah / Southern California



Bob Sterzenbach, DCO

## AWAKE YE SLEEPING AUXILIARIST

If you have not been too active lately this article is for you. If this article title seems not for you because you are contributing "big-time" to our organization also read-on.

In this District we usually add and then lose 10% of our membership. Last year it was 17%. Adding is good, not retaining members is bad. It is perceived that the 17% lost were those that were not active for a lot of reasons. I want to now concentrate on adding members but just as important is maintaining those that we have. I would like to see a net gain, not break even, when we see the numbers in January of 2008. It's more than numbers, it is opportunities to help our nation.

There is an 80-20 rule for vol-

unteer organizations which says that 80% of the work is being done by 20% of the members. Well with the continuing RBS needs that we have always been so good at, and all the new MDA activities the Coast Guard is asking our support with, that 20% of the members is working overtime, and in many cases facing burnout. There is life beyond the Auxiliary, and we must set our priorities and pace ourselves. What I am asking is force multiplication from within the Auxiliary.

By completing the PSI process we made a commitment to stay in the Auxiliary. The next commitment is to do something besides pay dues. I ask how long ago have you: Taught or proctored a MT or PE class? Examined a public vessel or visited a marine

dealer? Stood a watch at a boat show or Boating Safety Booth? Been out on a patrol? Looked into the new MS and CG opportunities? Or even attended a flotilla meeting or 4<sup>th</sup> cornerstone event?

We all joined the Auxiliary for a reason. All I am asking for is to try something again, even once. Put your toe in to test the water and hopefully you will jump back in. You might like it and this will renew your interests. The Coast Guard and our great nation needs your help in whatever level of participation that you can give. Don't let that 20% burn out. Be a force multiplier, but enjoy whatever you do.

Semper Paratus!  
Bob Sterzenbach, DCO

# CALENDAR

For more calendar and news information go to:  
[www.d11s.org](http://www.d11s.org)

**July 14**

**District Board/Staff Meeting**

**July 15**

**District Picnic Point Vicente  
Light House**

**July 21-22**

**Division 9 OPEX Lake Mead**

**July 27-29**

**OPEX, Channel Is-  
lands**

**September 1-2**

**NACON**

**September 8**

**Board & Staff  
Meeting**

**District Elections**



## District 11 Chief of Prevention Captain Gerald Swanson to relinquish command on 20 July.

Rear Admiral Sally Brice O'Hare Commander Coast Guard District Fourteenth requests the honor of your presence at the United States Activities Far East Change of Command ceremony of which Captain Michael L. Blair will transfer command to Captain Gerald M. Swanson at Yokota Officer's Club in Tokyo Japan.

Captain Swanson wishes to thank all members of D11SR for their dedicated service during his time served. He wants every member to know his gratitude for the many hours of volunteer service we faithfully give the Coast Guard each year. He also wishes to extend an invitation to every member to attend his upcoming change of command in Tokyo.

## Commodore's Bulletin and Director's Newsletter

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## Welcome Stephanie Maher; The Wait is Over for Presiden- tial Unit Citation ribbons.....

Welcome aboard to our new Administrative Assistant, Stephanie Maher. She is filling Judith Hall's position until Judith returns from her extended active duty in the Coast Guard Reserve. Stephanie has been a quick study on the ins and outs of the Auxiliary world...she's even starting to speak in Auxiliary acronyms! If you happen to visit the DIRAUX office, please be sure to say hi to Stephanie & welcome her to the "Elegant Eleventh".

The wait is over. Presidential Unit Citation ribbons have been received by DIRAUX and are being distributed to all qualified members via your elected leadership. All those members meeting the award criteria have already been entered into AUXDATA, but with such a large group of awardees nationwide, there may be some who were mistakenly left out. If you happen to be one, please make it known to your Flotilla Commander. Per COMDT policy, there will be no individual citations is-

sued. All Team Coast Guard members may download a copy of the citation at: [https://www.piersystem.com/posted/786/PUC\\_citation.119247.doc](https://www.piersystem.com/posted/786/PUC_citation.119247.doc)



**Dick Symons, CDR**

Now that embroidered insignias will be required, per ALCOAST 223/07, for wear on ODUs, questions have been raised about interchanging elected/appointed officer insignias with Aux member insignias. Most operational commanders are now requiring member insignias must be worn on ODUs while assigned to duty in support of Coast Guard Ops. While I expect a more permanent decision will be made about insignia wear on ODUs, in the mean time members are author-

ized to use velcro to attach insignias. Sew the velcro on both the ODU shirt and the sew-on insignia, and switch them as needed. If you chose this option, remember to make it sharp and professional looking. Other ODU attachments such as name tape, coxwain and USCG Auxiliary tape must be sewed on. A reminder that the tape over the left pocket must say "USCG AUXILIARY", not "US Coast Guard Aux".

Semper Paratus,  
Dick Symons, CDR





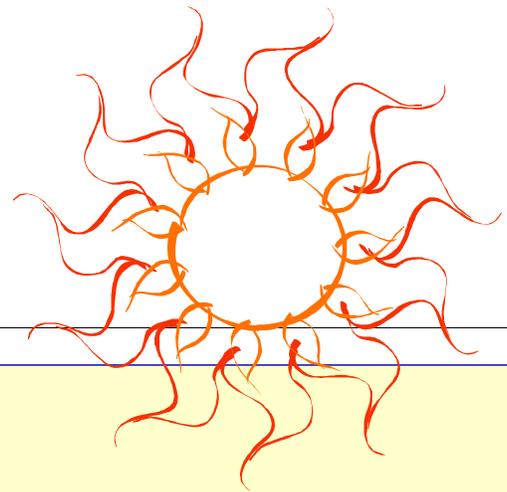
## Jon Eric De Cuir, VCO

Summer and the boating season are here. And with it come many opportunities for us to share the safe boating message. In some cases, those opportunities are not in the traditional format we would expect. For example, my wife and I recently purchased a hybrid SUV. Even though we have only owned the car for just a few weeks, I've been amazed at the conversation starter the car has become. I find many people want to be helpful to the environment, but they're not sure what they can do to help.



That's where we come in. You see, a few times my conversations have turned from the environment in general to the boating environment. I've had the opportunity to share safe environmental boating ideas with others. From "bilge leaks" to "safe fueling practices", as I've explained, "it's the little things that add up".

So while you enjoy the longer days of summer and the warmer weather, look for the times we can share with the public. The little things do count!



## Dale Zimmermann, RCO LA-S



With summer fast approaching, we have a lot going on. We have the LA/LB OPEX happening June 22-24 for all those coxswains and crewmembers needing their new three year re-qualifications. July 15 brings the District Picnic at Point Vicente Lighthouse. Before you know it, elections will be happening! I hope everyone has a happy and safe summer.

## FAMILY USING LIFE JACKETS IMPROPERLY ... SAVED BY VOLUNTEER LIFESAVERS

### Training pays off as Coast Guard Auxiliary rescues panic stricken family



On May 6, 2007, Sea Hawk, a 28 foot Sports Yacht was patrolling on Pyramid Lake in Los Angeles County CA. Robert Uy, Coxswain and Facility Owner, was conducting a crew training and safety patrol for new members of Division 11S14. They had been conducting man overboard drills all morning with "Oscar" the mannequin. They stopped for lunch, then resumed the patrol around noon. Shortly after leaving the dock we noticed a PWC with 3 people aboard that was obviously overloaded. This was drawn to the attention of the trainees as an example of a possible unsafe situation.

Sea Hawk continued at 5 MPH to the end of the "No Wake" zone, then picked up speed. The PWC was soon out of sight. Shortly thereafter, Tom Pelosi FC 11S1409, the stern watch, called attention to a possible problem in

the water at 135 degrees, 75 yards. Jack Thomas, FC11S1401, who was at the helm, turned Sea Hawk to starboard and proceeded in the direction indicated. We arrived on scene to find an overturned PWC with 3 people in the water. It was the "overloaded" one that had been observed earlier!

It was obvious they were in trouble. Their Life jackets were completely inadequate. You could see the jacket the young girl was wearing was up around her head making it impossible for her to swim, she was beginning to panic. The mother and father were trying to help the child swim to the overturned PWC, 10 to 15 feet away. The fathers' leg was cramping. We advised them we were there to assist and we would get them out safely.

We maneuvered up close to the PWC to keep it from moving and encouraged them to swim to it. The child was finally able to take hold but by now she was crying and extremely frightened. We feared she might not hold on. We could see that the mother and father were tiring. They made it to the PWC, but did not have the strength to climb aboard. We would need to take the family aboard Sea Hawk and the PWC in tow.

Robert Uy and Tom Pelosi brought the child onboard, assisted the mother and father to the swim step at the stern of Sea Hawk, and secured the PWC for towing.

Little did we know our "man overboard" training drills would turn into a real life or death situation before the end of the day. Our trainees experienced first hand how the training they receive from the USCG Auxiliary pays off!!

Joanne Thomas, SOIS Div 11S14





... membership must always be one of our primary priorities.

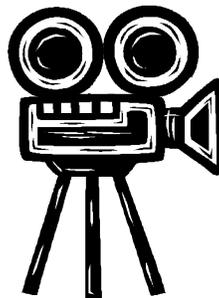


Richard Kolligian, RCO-LA-N

**PAUSE:** The first five months following the District Conference were very busy and exciting for me. I attended many division meetings, several Memorial services including the Memorial Marker ceremony on 5 May 2007 at ISC, San Pedro, and all 14 Change of Watches where I met many dedicated, caring, wonderful, and warm Auxiliarists. We were honored to have our District Bridge, COTP, DCOTP, many Coast Guard officers, and other members and guests in attendance. To the LA-North members, your participation and involvement in the following events is most appreciated: National Safe Boating Week (NSBW), Flare Day, Pt. Mugu Air Show, Channel Islands Harbor Annual Safe Boating Expo, Earth Day Observance, Armed forces Day Parade in Torrance, Memorial Day Observance at the Los Angeles National Cemetery, and the many VE blitzes and PA booth watchstanders. Bravo Zulu to Joanne Thomas and her

shipmates for rescuing PIW at Lake Pyramid on May 6th.

**FAST FORWARD:** LA/LB OPEX 2007 will be held at the ISC, San Pedro from Friday, June 22 through Sunday, June 24, 2007 and will



be run using the ICS/NIMS Management System. Many members are working very diligently to ensure success of the OPEX. Your support is very much solicited. The Charles Redmon Radio Field Day, June 23-24 will also take place at ISC, San Pedro; Seabees Day June 24 & 25 at Port Hueneme, and the Ventura County Boat Show, July 12 through

July 15; District Board & Staff meeting on 14 July at ISC; District Picnic at Pt. Vicente Lighthouse on 15 July. PE classes are in full swing. MOM (Noble Eagle) & MEP patrols are going strong. The Division 12 (DSAR) team representing our District 11sr will be competing at PSAR in Alameda, CA on 2 June. Good Luck TEAM. Plans are also in work with LA-N and LA-S combining for a Fall-Autumn fourth cornerstone event. More information regarding this event will be forthcoming as details are put in place.

The work we do is critically important. Even more important is the work of recruiting and retaining members. It takes a lot of effort each year. So lets remain aware that membership must always be one of our primary priorities.

Semper Paratus,  
Richard Kolligian,  
RCO-LA-N

# Coastie's Story



Tom Nunes, Public Affairs Officer, U. S.  
Coast Guard Auxiliary Division 10 Arizona

Coastie is a primary tool in the Coast Guard Auxiliary's campaign to educate everyone in boating safety. Coastie's positive impact teaching Boating and Water Safety to children makes boat shows and similar events an incredible success for the USCG Auxiliary. Coastie often visits schools and hospitals instructing children on how to be safe around boats and the water. Coastie is in great demand.

Coastie, an animated robotic land locked boat "cartoon character", has navigation and searchlights, a beacon, a siren, and eyes and eyelids that move meaningfully. He talks, plays music, and interacts with the operator and children as well as adults. He sometimes squirts water like a real boat bringing smiles and laughter to all. Painted safety blue and emblazoned with decals promoting Boating Safety he flies the United States Ensign as well as the Coast Guard Auxiliary ensign. He even has his personal MP3 player with a wide

selection of military and boating related music.

His messages teach children what to do and not do in on the water encouraging life jacket wear by all, safe swimming practices, and basic boating safety. He has educated thousands of children since he was launched in 1996. He visits and participates in Boat Shows, Schools, Parades and Hospitals and other events. The bottom line for Coastie is "Education and Saving Lives" while sharing the boating and water safety message with everyone. **Coastie's Team motto is "Saving Lives through Education".**

Children and adults love Coastie. Coastie has become the "Pied Piper" of boat shows and other public events gathering a flock of kids wherever he goes. Children generally enjoy "talking" to Coastie, being squirted and learning from Coastie. Some kids hug Coastie while others tickle him. His child like voice appeals to kids and is less intimidating than the voice of an adult. Little ones sometimes become frightened. Coastie does

what he can to allay their fears using humor and childlike behaviors.

The 44-Inch Low Endurance Coastie Cutter class is the smallest class of cutters ever built for the U.S. Coast Guard and Coast Guard Auxiliary. Powered by Electric Motors and operated by remote control, each has independent directionally controllable drive wheels. Equipped with a Water Squirter and Operational Bilge Pump, these cutters were introduced to the Coast Guard and Auxiliary inventory in 1997. Production begun in the 1997 is continues at the Robotronics "Shipyard" in Springville Utah. The entire class was modernized through the Fleet Renovation and Modernization (COFRAM) program. The first class renovation was performed on Coastie 01 (WAUX-01) and re-commissioned on September 2, 2000. Highly versatile and capable of performing a variety of missions, these cutters operate throughout the United States. Coastie's Arizona home port is Phoenix.

Anyone wanting Coastie to visit should email: [tnunes1@cox.net](mailto:tnunes1@cox.net) or call 602-490-8076.



Submitted by Burt Irwin

With the recent Memorial Marker service on 5 May there are always some questions raised about the marker's history and its administration. The memorial, completed in 1970, now bears 1,202 names with the addition this year of 34.

There may even be some District 11(SR) Auxiliarists who have never heard of it, or if they have, might not know where it is. The marker site occupies a place of honor at Integrated Support Command, San Pedro, where all the action is—right next to the Small Boat Basin and close aboard the headquarters of Sector L.A./L.B. and Station Los Angeles.

How did the memorial come about? It traces back to 1967 when Lou Couts, a past captain of Division 3, was struck by the idea that there ought to be some permanent way to honor Auxiliarists who have

passed on. He turned to the District Past Captains' Assn. for help. The gold side was approached and, according to an earlier article by Harriet Howard of Flotilla 58, Division Chief for Public Affairs, Special Projects, RADM Charles Tighe, 11<sup>th</sup> District Commander, set aside a plot of ground for the marker. Planning, building and maintaining the site have been a Team Coast Guard effort ever since.

Due to base requirements the marker has had to be moved several times but now appears to have a permanent home in a grassy area overlooking the main channel. It has grown from a single stone to six and includes dedicatory plaques and a flagpole where the Coast Guard Auxiliary's blue ensign flies. Until fairly recently it had the distinction of being the only memorial honoring Auxiliarists on an active Coast Guard base. And Couts? His name joined those of his brother Auxiliarists in 1996. For Auxiliarists who

have a burial at sea it may be the only place where their name is permanently inscribed. A guidebook placed near the marker indicates on which stone the names may be found.

Early on it was determined that there had to be some guideline for a name to be included on the marker since space was not unlimited. The decision was made that anyone who was a currently enrolled member at the time of death, or who had become a retired member (requiring 15 years of membership) would be eligible. This would eliminate people who had joined but then dropped out after a few years or had moved away.

Continued on next page.....



**To be eligible for placement of their name on the memorial marker the member must be either current member of the USCG Auxiliary in good standing (dues fully paid and current) or have been issued a retired status by the USCG Auxiliary at the time the member crosses the bar. There is no minimum time in service to qualify – members qualify (pending determination of the above said status) on their enrollment date (eg become a member by being issued IQ or BQ status). The Memorial Marker is managed by the Past Captains Association.**

The process is that the flotilla or a member of the family advises the Director's office at ISC that the member has passed on and that inclusion on the marker is requested. The Director's office then checks the name for eligibility and forwards the information to the Memorial Marker chairman, who makes arrangements for the engraving of the name for the next memorial service. This has led to hardship in some cases where a long and valued member, for illness or whatever reason, inadvertently fails to keep his dues current or to apply for retired status if eligible. Some flotillas, aware of such a member, have acted to ensure he or she is eligible to go on the marker either by

keeping the dues current or by suggesting retired status.

The question naturally arises, "Is there a cost for a name to go on the marker?" Yes and no. While it is hoped the marker will be self-supporting, the District sees that every eligible name goes on the marker regardless of whether the family or flotilla or division offers a donation. For those curious about the actual cost the engraving runs about \$25 per name. A formula has been set regarding space on the stone, also placed at about \$25, which is supposed to provide for the addition of new stones as the need arises. In addition to such donations the Memorial Marker Fund is supported by the Past Captains' Assn. through profits from the sale of PCA caps, golf shirts or the District Cruise. In addition \$1 of each member's dues goes into the fund.

Those wishing to make donations should make checks out to USCG Auxiliary Board D11(SR) but mail them to the president of the PCA, currently Robert Tanner, at 350 Capella Ave., La Habra CA 90631-2910, so he can acknowledge the contribution before forwarding it to the DSO-FN.

The Auxiliary is deeply grateful to the U.S. Coast Guard and the ISC administration for permitting this very special recognition.

## **Burt Irwin Memorial Marker Chairman**

### Names engraved for service 5 May

#### 07

WREN H. BERG  
JOHN A. BOYDEN  
MARY E. BROOKS  
GIOVANNI BUCOLO  
JESSIE L. CATLEY  
RICHARD A. CHAMBERLIN  
MARIE C. CHASE  
WILLIAM E. CLARK  
SHIRLEY I. DILLON  
ROBERT FLEISCHMANN  
HENRY J. FRY  
MADELEINE S. GOODMAN  
WILLIAM M. HATT  
PAUL W. JOHNSON  
VIRGINIA M. (JINY) KING  
SHIRLEY A. KINSLER  
NANCY A. KNAUSS  
HELEN BROWN LEWIS  
LEONARD LUBMAN  
ROBERT I. MASON  
HELEN S. MELLOR  
RALPH W. MENEES  
NANCY P. MENOHER  
ROBERT K. METHOT  
THOMAS B. MOONEY  
PATRICIA A. OSMON  
JOHN A. OUGH  
ROY D. REISSMAN  
ALVIN SAMSON  
JOHN F. (JACK) STEELE  
MARCIA M. STEPP  
ALBERT R. TOTINO  
LILLIAN UMSCHIED



# TIMING IS EVERYTHING



**Michael Johnson, RCO  
Inland**

Timing is everything. Thirty seconds earlier or thirty seconds later leaving the parking lot and the VFC 10-8 and I would be spending the holiday weekend patrolling on Lake Powell. Instead, we are home in Phoenix recovering from an automobile accident. We were at the right place at the wrong time.

Timing is everything when it comes to planning an Auxiliary event too, whether that event is an OPEX, the Inland Rendezvous, the District Conference, or some Division or Flotilla event. Many times we procrastinate, because we really don't know what to do. Other times we have so

many other things going on in our lives, we can't allocate the proper amount of time now to an event happening some time in the future. Because of this, the event suffers. But this need not be the case. A little advance planning long before the event is scheduled, together with some delegation usually results in a more successful event.

Once the date of the event is established, develop a project timeframe, working backwards from the end goal. The use of critical path analysis techniques and Gantt charts can be very helpful. These techniques and tools can help determine the order in which the various tasks necessary to put together a successful event must be performed. While some tasks can take place at the same time, others cannot be performed until a prior task is completed.

Your Rear Commodores have all been trained in these techniques. I en-

courage you to request the help of your Rear Commodore when you are planning some event. I think you will find us willing and eager to put our training to use to help you have a successful event.

Oh, about that crash. The VFC and I were on our way out of town heading north, when we had to stop at a red light. Unfortunately, a woman in a pickup driving south failed to stop. After slamming into the side of a car going east through the intersection, she continued through and rammed into the front of my car, driving us backwards for about 20 yards. So, instead of being out at the lake, possibly helping some unfortunate boater, whose timing might have been a little off, I am sitting here writing this little story. Only thirty seconds.

Michael Johnson, RCO  
Inland

## MARINE EXCHANGE OF SOUTHERN CALIFORNIA

Established in 1923, this organization is a non-profit, mutual benefit trade organization serving the maritime industry and waterfront business community throughout Southern California.

The Marine Exchange's state-of-the-art computerized database is one of the most comprehensive programs found anywhere, and contains all the vital statistics for ships calling into LA/LB Harbor, Port Hueneme, El Segundo, and the Port of San Diego. The most popular reports emanating from this database are: the Advance Arrival Report, Active Vessels in Port Report, Daily Arrival/Departure/Shift Logs, Sailing & Shifting Sheet, Monthly Composite Report, and a host of specialized "Ad Hoc" reports produced on demand according to the customer's needs and requirements. The Marine Exchange operates 24-hours daily.

In March of 1994, the Marine Exchange established the highly successful **Vessel Traffic Service for LA/LB Harbor (VTS-LA/LB)** pursuant to state law, and in partnership with the Ports of Los Angeles and Long Beach, the U.S. Coast Guard, the California Office of Spill Prevention and Response, the Maritime Industry and the Waterfront Business Community. The **VTS-LA/LB** is America's first – **and only** – joint-ventured vessel traffic service in operation today, and was fully funded for start-up with **NO TAXPAYER MONEY**. Further, it is self-sufficient financially through the application of VTS Users' Fees to cover the costs of ongoing operating expenses. This included reimbursement to the U.S. Coast Guard of approximately \$285,000 annually for the six USCG personnel assigned to VTS-LA/LB as Vessel Traffic specialists, and who stand watch alongside the MX civilian Vessel Traffic Specialists and who also provide USCG "Captain-of-the-Port Authority" for enforcement of federal navigation and safety regulations.



Meantime, VTS-LA/LB continues to help keep our ports and waterways safe, efficient, reliable, and environmentally sound by preventing marine accidents that could otherwise wreak havoc to our commerce, our economy and our environment – and which assures that the Los Angeles-Long Beach harbor complex is rated "5-star" for both safety and efficiency to keep our waterfront business community and maritime industry prospering and growing successfully for the future.

## *Jack Swartz (Flotilla 16-05) was a standard-setter, mentor, and task master...*

By now everyone knows that we lost a legend in our District. Jack Swartz (Flotilla 16-05) was a standard-setter, mentor, and task master for many of us in the San Diego area of operations and in our District as well. His legacy has rubbed off on many of us as we see members in both Divisions 01 and 16 picking up the load of surface patrols, member training, and public education classes that both Jack and Joan Swartz constantly provided. That was certainly seen during this last week's observance of Boating Safety Week. Both divisions worked together to perform vessel safety checks and surface patrols in San Diego harbor, Mission Bay, and Oceanside Harbor especially on the Memorial Day weekend. Special recognition and thanks go to Dan Dirkes (Flotilla 16-05) and crew on the JOY, to Art Silver (16-05) on the DAKTARI, and Vlad Tovbin (Flotilla 16-04) on the NO NAME for their extra safety and training patrols during the month of May 2007.

Jack Swartz's legacy has also shown itself with Division 01 and 16 members thinking outside of the box by suggesting new ideas to support Coast Guard Sector San Diego and supporting other local emergency governmental agencies. Ticin Parker (Flotilla 16-3) has proposed that Auxiliary members be trained to staff the Coast Guard Sector San Diego's Exchange on Saturdays. With Auxiliary members staffing the exchange on Saturdays, this will

support Auxiliary members, who cannot visit the exchange on weekdays, and our Coast Guard reservists who drill on one weekend during the month. Pete Marto (FC for Flotilla 01-05) has had his flotilla members involved as safety observers with Community Emergency Response Training (CERT) conducted by local San Diego government and emergency volunteer agencies. His flotilla has been performing ma-



Mike Fulgham, RCO-SD,

rine environmental protection (MEP) land patrols during the month of May at several local San Diego marinas.

Future efforts by both Divisions 01 and 16 for this summer will continue to focus on recreational boat safety programs, on marine environmental protection (MEP) land patrols, and on surface, radio, and member training operations. Those operations will include an operational exercise (OPEX) in late August or early September with emphasis on practicing incident command system management.

New member recruiting efforts in the following months by both Divisions will be to reach out to our local communities through guest speaker presentations. This will include continuing the outstanding new member orientation workshops that Martin Olmeda (Flotilla 01-05) and Stephani Norton (Flotilla 16-03) have designed and conducted in the recent past.

Last of all, special thanks goes to Dan Dirkes (Flotilla 16-05) and CAPT Strangfeld, Commander of Coast Guard Sector San Diego, for putting together and coordinating a Coast Guard/CGAUX memorial parade for Jack Swartz that proceeded out to the SD Buoy for a wreath laying ceremony on May 20, 2007. Approximately nine Auxiliary OP-FAC's and facilities, with the JOY leading, formed up behind the Coast Guard Cutter PETREL. Two Sector-San Diego Response Boats (RB) and a Sector HH-60 helicopter joined the parade with CAPT Strangfeld aboard one of the RB's. After the SD Buoy ceremony, the crews on all of the Auxiliary vessels, the Coast Guard RB's, and Cutter PETREL rendered honors to Jack's memory and the crew of the JOY at Buoy 19 in San Diego Harbor. It was a touching ceremony, which was greatly appreciated by Joan Swartz and the JOY's crew.

Mike Fulgham, RCO-SD,



# John "Jack" Swartz

**Admiral Thad Allen, with Rear Admiral Jody Breckenridge, pinning the Meritorious Service Medal on Jack Swartz, Division 16**



Mr. Swartz is cited for outstanding achievement and dedicated service as an Auxiliary Operational Specialist, Coxswain, Aids to Navigation Verifier, Vessel Examiner, and Master Instructor in Coast Guard District Eleven (Southern Region) Flotilla 16-5 from 01 January 2001 to 22 March 2007. He accumulated 9,227 operational hours during this period, conducting safety patrols, public education courses, membership training, and special operations. Throughout each year, while serving full-time as Dockmaster for the City of Coronado. Mr. Swartz taught public education courses three nights per week, and conducted patrols using his operational facility on two

evenings per week plus all day Sunday, regularly providing initial qualification or proficiency training for his crews. He continually maintained 100 percent verification of proper navigational aid operation, position, and repair throughout the San Diego during his eight-year tenure as Assistant District Staff Officer for Aids to Navigation. Mr. Swartz is personally responsible for training and mentoring more than 100 boat crew and coxswain candidates currently serving in flotillas throughout Divisions 1 and 16. These incredible personal accomplishments enabled him, his flotilla, and his division to receive more District operational awards than any others in the region, in-

cluding perpetual presentation of the Auxiliary Operational Award to his division. Mr. Swartz and his vessel and crew were the first to respond to Coast Guard tasking after the September 11th, 2001 terrorist attacks, followed close behind by many others he inspired to join the Auxiliary and subsequently trained at some point during his 25 years of service. Mr. Swartz' dedication and demonstrated commitment to the Coast Guard Auxiliary are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard and Coast Guard Auxiliary.

John "Jack" Swartz born Aug. 20, 1924, died April 29, 2007 in his home with his dear wife, Joan, at his side. Jack retired from the U.S. Navy after serving 30 years. He served in World War II, Korean and Vietnam Wars. After retiring he became the dock-master at Glorietta Bay Marina where he worked for over 30 years. Jack was a charter member of the U.S. Coast Guard Auxiliary, Div. 16, Flt. 05. Jack

received many awards of excellence for his service in the U.S.C.G. Aux. Jack will truly be missed in the boating community and by his family and friends. Jack is survived by his wife of 30 years, Joan Swartz, son Michael Ingram, step-son Glenn McClintic, step-daughter Teri Forbes, brother James Clark and sister Patricia Clark. Memorial Service date to be announced.



“What's New” at D11s.org.



Chris Ruleman , CWO

This will be the my last article before the LA/LB OPEX and I hope to see many of you out there. The health of our operations program depends on successful operational exercises to keep people qualified. This year, about 250 people will need to receive a QE checkride. If you are among those who need to re-qualify, please plan ahead.

If you have not already done so, I encourage you to review the new District policy pertaining to POMS. As with most new things, you can find it under "What's New" at D11s.org. Basically, we have established some guidelines for everyone to follow and hopefully elimi-

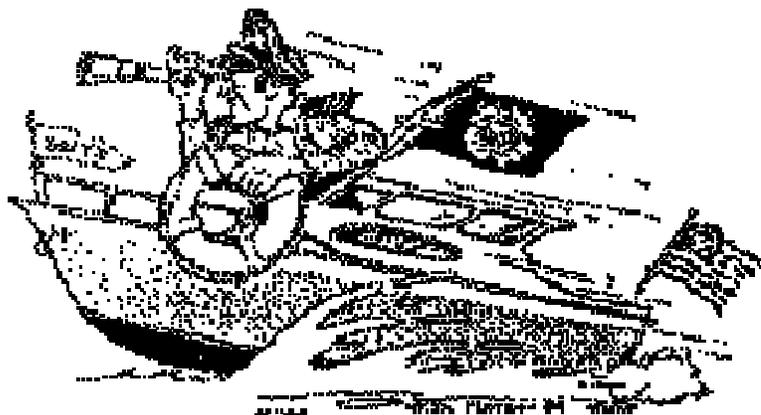
nate, or at least reduce confusion in regards to POMS.

We have now reached a point with the anti-exposure coveralls that allows us to issue them to members who patrol occasionally during the winters months. If you feel that you need a suit, please contact the office. A good rule of thumb is if

you have used a loaner suit more than twice, you should have one issued. I am not yet able to cover everyone who claims that they would have gone out.

I look forward to seeing you soon.

Chris Ruleman, CWO



# Join us at the Point Vicente Lighthouse!

## District 11s Picnic

July 15, 2007

1100 – 1500

Food – Fun - Fellowship

\$5.00/Person

**All Auxiliarists and their guests  
Are welcome and encouraged to attend!**

**No Charge for Parking**

***Casual Attire***

Name(s) \_\_\_\_\_ Division \_\_\_ Flotilla \_\_\_ Phone \_\_\_\_\_

**\$5.00/person x \_\_\_\_\_ people = \$ \_\_\_\_\_ enclosed.**

**Make Checks Payable to USCGAUX D11S.**

**Send checks to: Richard Kaufman, PCA Treasurer**

**28538 E. Worcester Road, Sun City, CA. 92586-2724**

**Deadline for Reservations is July 6, 2007**

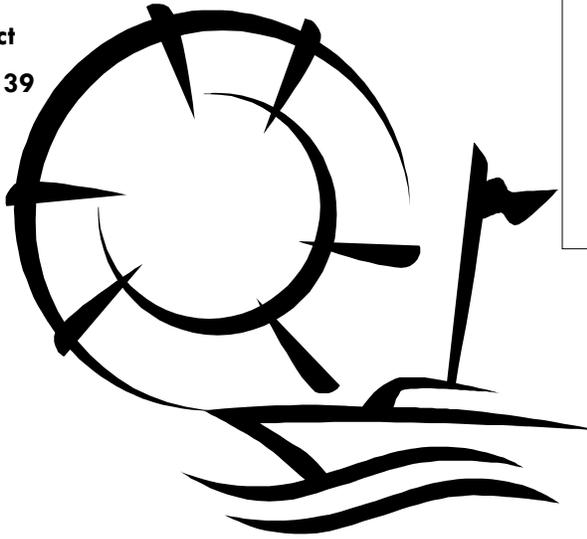
United States Coast Guard Auxiliary

Commander (dpa-s)

Eleventh Coast Guard District

1001 S. Seaside Ave., Bldg. 39

San Pedro, CA 90731-7391



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## YOU SHOULD KNOW

### SALUTING.....

When covered (you have a hat on) in uniform, the hand salute is correctly executed by raising the right hand smartly until the tip of the forefinger touches the lower part of headdress or forehead, above and slightly to the right of the right eye, thumb and fingers extended and joined, palm down, upper arm horizontal, forearm inclined at 45 degrees, hand and wrist straight. At the same time, one's head is turned toward the person being saluted. To complete the salute, the arm is dropped to its normal side position and eyes are turned to the front

Some of the more frequently observed saluting errors are: failing to hold the position of the salute until it is returned by the person saluted; failure to look at the person or colors being saluted; failure to assume the position of attention when saluting; and failure to have the fingers, hand and arm in the proper position for saluting as mentioned in the previous paragraph. Gross errors include saluting with a cigarette in the hand or mouth, saluting while the left hand is in a pocket or returning a salute in a casual manner.

