

COMMODORE'S BULLETIN & DIRECTOR'S NEWSLETTER

Changing Times



Photo by Bret Fendt
DSO-PB

Volume 9
Issue 3
August 2009

Featured in this Issue:

- Crossing the Bar
- Welcome to New DIRAUX & OTO
- District Cruise

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District Chief of Staff (DCOS)

Harry Jacobs

Director of Auxiliary (DIRAUX)

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Bert Blanchette

Los Angeles / Long Beach South (LA/LB-S)

Don Napolitano

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Please submit all articles, pictures, corrections, and updates to the DSO-PB at fendtb@cox.net.

Please mail hardcopies or data CDs/DVDs to:

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Next Submission Deadline:

20 September 09 | October 2009 Issue

Cover Photo: While Auxiliarist Brett Bigelow, Flotilla 10-08 plays the bag pipes honoring those who have crossed the bar in the past year, a HH-65C Dolphin flies past. Photo by Bret Fendt, DSO-PB.

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IN THIS ISSUE. . .

...one will read of the many developments affecting District 11SR, from the National scene to local members making a difference. As with anything we do in life, there are changes. We have said good bye to friends and we welcome new ones with open arms. We invite you to read and learn about everything from the recent District Cruise to how to become a new Program Visitor.

In these pages we tell stories of our adventures and we pause to remember those who have gone before us and in the end, we celebrate our 70th Anniversary. We shall gain strength and resolve knowing we are part of a great organization, setting our sights on the horizon, seeing a future that will be filled with excitement and adventure.

FROM THE DESK OF THE COMMODORE

By COMO Michael Johnson, District Commodore



As our district is part of the national organization, we must ensure that we embrace the national vision of continuing to meet America's changing maritime safety and security challenges, through a balanced allocation of our resources towards all of our missions.

The Auxiliary has three primary customers:

1. American public
2. Recreational boaters
3. Coast Guard Sectors

The core purpose of the Auxiliary is to perform three functions: First, to support the Coast Guard maritime homeland security efforts—this function serves the Coast Guard and the American public; Second, to promote and improve recreational boating safety—this function serves the recreational boaters; Third, to augment the Sectors' administrative, logistical and operational requirements—this mission serves our Sectors.

Since 9/11, and our move into the Department of Homeland Security, the Auxiliary has focused much of its activity on our function of supporting the Coast Guard in its homeland security missions. We have Noble Eagle patrols, our safety patrols are now maritime observation missions, we conduct MDA missions for our Sectors. While that is certainly important, we need to achieve a better balance, making sure we continue to emphasize our other mission areas.

RBS is a critical mission for the Auxiliary, a mission that needs our increasing attention, especially in this time of state budget cuts. One of the best ways to prevent boating accidents and search and rescue activities is by heavily increasing our focus on conducting vessel safety checks. We also need to increase our public education activities as well as marine dealer visits. By focusing an increased effort in the RBS program areas, we will ensure a better balance within our mission objectives.

To summarize, we need to allocate our resources in such a manner as to ensure we balance our efforts in all three of our primary missions. This is the best way we have of ensuring that we continue to meet the changing maritime safety and security challenges of our great nation.

This year we celebrate 70 years of service to America. To mark this occasion, the Commanding Officer of the Coast Guard Cutter GEORGE COBB has graciously allowed us to reinstitute the District Cruise to Catalina Island. Already, 84 members have sailed on the GEORGE COBB from the ISC to Avalon, enjoyed a beautiful day and a fabulous BBQ lunch on the beach, and the return trip home. Another 100 members will enjoy the same trip on August 1. I want to thank our Director, CDR Symons for working so hard to help make this happen, Bert Blanchette for coordinating the trips, Brian Cassell and Jim Franklin for setting up the website, Harry Jacobs DCOS for working with the Descanso Beach Club and others to arrange the excellent lunch and facilities, the Division Commanders for promoting the event, and the members who joined Debi and I on the cruise and those who will be joining Harry Jacobs DCOS on August 1.

As you know, the Auxiliary embraces change, and this year is one filled with changes. We have a new PAC Area Commander, ADM Jody Breckenridge who relieved ADM David Pekoske; a new District Commander, RADM Joseph Castillo who relieved RADM Paul Zukunft; a new Sector Commander, CAPT Roger Laferriere who relieved CAPT Paul Wiedenhoft; and closer to home, a new Director of Auxiliary, CDR Gregory Matlin, who relieved the retiring CDR Richard Symons; and a new Operations Training Officer, CWO2 Tommy Kron who relieved CWO2 Chris Ruleman. We appreciate very much the service of those active duty and reserve officers who have gone on to new challenges, and look forward to working with the incoming officers.

PRESIDENTIAL LETTER TO THE AUXILIARY

In recognition of the U.S. Coast Guard Auxiliary's 70 years of outstanding service, President Obama issued the following letter to the Coast Guard Auxiliary. It was read at yesterday's anniversary celebration at Coast Guard Headquarters, and a framed copy was presented to National Commodore Nick Kerigan by Admiral Thad Allen.

Please see the Coast Guard press release at <http://www.piersystem.com/go/doc/786/282969/>. Additional photos will soon be posted through SITREP.

Congratulations again, U.S. Coast Guard Auxiliary!



Photo Courtesy of The White House:
http://www.whitehouse.gov/press/images/President_Official_Portrait_LowRes.jpg

"From the President of the United States of America

June 19, 2009

I send my warmest regards to the United States Coast Guard Auxiliary in celebration of your 70th anniversary of service to our Nation.

Formed by an act of Congress on June 23, 1939, the United States Coast Guard Auxiliary has distinguished itself through gallant service in support of the U.S. Coast Guard and the safety of our Nation's recreational boaters. Today's 29,000 Auxiliarists, and the legions of those who have gone before them, have willingly sacrificed their time and resources to save hundreds of lives, conduct thousands of search and rescue missions, and prevent millions of dollars in property loss.

In the wake of staggering national challenges posed by the tragic events of September 11, 2001 and the devastation wrought by Hurricanes Katrina, Rita, and Wilma in 2005, the United States Coast Guard Auxiliary selflessly served millions of hours to protect our citizens and improve maritime safety and security. Members of the Auxiliary have always displayed unparalleled devotion to the welfare of America's recreational boaters through public education programs, vessel safety checks, and marine dealer visits. These efforts have proven invaluable to accident prevention and the vast enjoyment of our Nation's coasts, rivers, and lakes.

I congratulate you for your steadfast commitment to the highest standards of citizenship, patriotism, and community service. On behalf of all Americans, I wish you all the best for a memorable celebration. May you continue to find happiness and fulfillment in your many contributions to our country.

Barack H. Obama, President."

MISUSE OF E-MAIL

by Harry Jacobs, District Chief of Staff

The Repetitive Misuse of E-mail Raises Commandant's Concern



It may seem harsh to refer to the repetitive misuse of e-mail as raising the concern of the Commandant, but it may properly describe the national situation facing our elected and appointed leadership. Copies, blind copies, forwarding to avoid letting anyone know what you are doing, huge distribution lists of non-essential viewers, and selected group lists of trusted confidants, that create security breaches, may violate the privacy of the individual Member.

Designed as the first chapter in social networking, e-mail has become the media of choice for communicating information, ideas, feelings and opinions. Unfortunately, the wide acceptance and ease of access to this media has lead, and continues to lead, to misuse, and, in some cases, abuse.

Misuse of e-mail in the Auxiliary is so acute, that the Commandant of the United States Coast Guard is requiring that the new version of the Auxiliary Manual include a chapter on social networking. My question to you is, "why should this action be necessary?"

E-mail in the Auxiliary SHOULD always show respect for others, be used for communicating information to large groups of people when timing is essential and/or surface mail is neither practical nor financially feasible, and for communicating business, not personal information. It SHOULD NOT be used for negative purposes: individual or group criticism, expressing opinion, commenting on "open" and unresolved SAR cases, forwarding political or religious messages, messages including multiple recipients not directly related to the subject matter of the e-mail, blind copies, and the publication of information that could harm the Coast Guard or the nation, for example.

E-mail should be addressed only to the individual or individuals directly involved in the subject matter and not copied to others that you, as the sender, think may be interested. The primary reason is that you cannot control the use of the document once it enters the Internet. Further, the tendency for those copied to resend the document to others, whom you did not intend to receive it, is very high. The solution is to STOP the practice---just STOP!

Our District Commodore gave us his "Watchwords" at the beginning of his Watch: Professionalism, Balance and Judgment and he gave us a tool to remember them by, "Peanut Butter and Jelly." As District Chief of Staff, I am reminding all of us that these watchwords have applicability to the e-mail we send and I am asking that you demonstrate professionalism and judgment when writing and sending a document.

Consider what message you are trying to communicate as the "sender" and how the recipient(s) may interpret it as the "receiver." Send e-mail only to those directly involved with the issue. Never use "blind copies" as they demonstrate a lack of your own courage and character. Use the telephone to resolve issues of disagreement. Keep your messages short, to the point, and NEVER include information that might be sensitive, such as the date, time and location where a high profile official, such as the Commandant, might be.

I ask that you join me in recovering our image in the Auxiliary and the Coast Guard and resolve this problem before the Commandant's directive in the new version of the Auxiliary Manual is published and demonstrate "Honor, Respect and Devotion to Duty!"

DIRECTOR OF AUXILIARY

CDR Greg Matlin

In July of 2009, I reported aboard as your Directory of Auxiliary, Eleventh District Southern Region. My family and I are excited about my new assignment and I look forward to meeting and working with you during my tour. My biography is as below:

I earned a Bachelor of Science Degree with honors in Electrical Engineering in 1990 from the U.S. Coast Guard Academy and a Master of Science Degree in Naval Architecture and Marine Engineering in 1995 from the University of Michigan.

My assignments reflect an affinity to the West Coast and an emphasis in Naval Engineering, started by a tour aboard USCGC VENTUROUS (WMEC-625) home ported in San Pedro, CA. I served as Student Engineer and Damage Control Assistant from 1990-1992. I left USCGC VENTUROUS, walked approximately 100 yards, and reported aboard USCGC HAMILTON (WHEC-715) where I served as Assistant Engineer Officer from 1992-1994. In January 1996 I reported to the Maintenance and Logistics Command Pacific, where I served as Patrol Boat Section Chief until July 1998. From 1998-2000 I served aboard USCGC BOUTWELL (WHEC-719) home ported in Alameda, CA, where I served as Engineer Officer. I served as the Commanding Officer of Naval Engineering Support Unit Honolulu from 2000-2003. From 2003-2006 I served as both a professor of engineering for Coast Guard Academy cadets and as an instructor for the Leadership Development Center's Command and Operations School. From 2006 -2009 I served as Sector Los Angeles – Long Beach's Commanding Officer of Enlisted Personnel and Chief of Logistics.

My military decorations and insignia include one Meritorious Service Medal, four Coast Guard Commendation Medals, the Commandant's Letter of Commendation, and the Cutterman Insignia.

I am married to Angela for 15 years and we have three children, Justin (12), Jared (10), and Amanda (8) and we currently reside in Ladera Ranch, California.



WELCOME



The last issue of the Commodore's Bulletin and Director's Newsletter was dedicated to our previous DIRAUX & OTO. It is our pleasure to welcome our new Director of Auxiliary (DIRAUX) CDR Greg Matlin (*above*) and Operations Training Officer (OTO) CWO2 Thomas Kron (*left*). Please be sure to extend a warm D11SR welcome to them both when the opportunity presents itself.

ARRESTING THE “BAD GUYS”

by Kirk Scarborough, Branch Chief, West – Public Affairs

Coast Guard “Arrests Bad Guys” from Newport Harbor Recreational Boat as Part of Training Exercises



Photo by
Kirk Scarborough, BC-PA

In the photo above, an Orange Guard Auxiliarist from Flotilla 15-08, act as the “Bad Guy” during a training exercise conducted by Crew Members of the US Coast Guard Cutter NARWHAL based in Corona del Mar, California.

U.S. Coast Guard Station, Corona Del Mar, Ca. – The crew of the USCGC NARWHAL, based in Newport Harbor, Ca. underwent a weeklong training on “Boarding and Law Enforcement”. The training concluded with the boarding of a Coast Guard Auxiliary Vessel as a mock suspect.

Commanding Officer of NARWHAL, Lt. Kristopher R. Ensley told USCG Auxiliary Public Affairs Officer, “The exercise was designed to teach the crewmembers laws and regulations impacting Coast Guard’s authority as well as the techniques used in boarding recreational and commercial vessels.” NARWHAL Commander added, “This is also refresher training for most of the crew and helps keep their skills at a high level, by making sure that we are able to handle any possible situation we may encounter.”

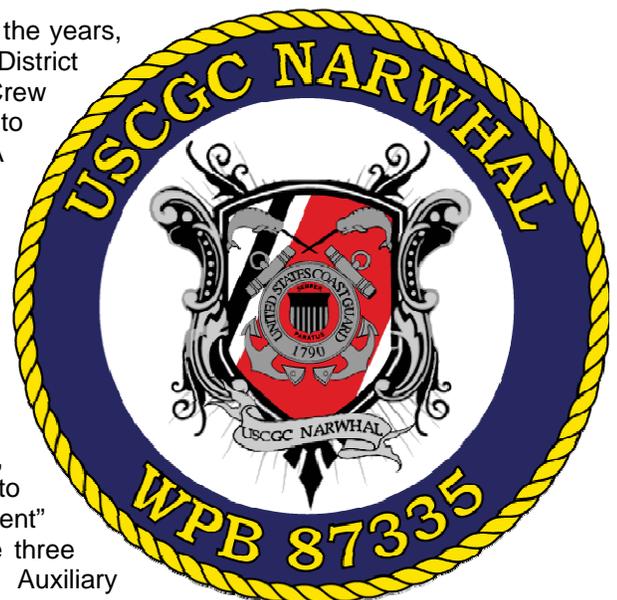
In order to give the crew a realistic setting, Lt. Ensley asked the Coast Guard Auxiliary to provide one of the Auxiliary qualified “Operational Facilities.” The CG Auxiliary provided a vessel from Flotilla 15-08 based in Orange County with CX Francisco Floriani, FSO-MT; Don Napolitano, DCAPT-S D11SR-Auxiliary facility owner and Kirk Scarborough, BCPA-West.

Francisco Floriani as an Auxiliary member is AUXOP, AUX-Cutterman, Coxswain, Master Instructor & Interpreter. He is a past VFC in 11s-15-08 and now holds the staff position as FSO-MT. Francisco has also sailed numerous times on the CGC EAGLE, as a navigator/crewmember.

Don Napolitano became a member of the Auxiliary in 1996. Over the years, he has held many elected and appointed positions including the District Staff Officer for the Material Center. Don is active in the Boat Crew Program and owns and operates his facility for patrols. In addition to his time on the water, he is very active in the Coast Guard MDA Program. Don is District Captain-S in D11SR.

Kirk Scarborough became a member of the Auxiliary in 2007. He was appointed FSO-PA in 2008 and elected to Flotilla Commander of 11s-15-08 and is a ADSO-PA for D11s. And is the Public Affairs Branch Chief-West for the National Public Affairs Department. Kirk is a crewmember, vessel examiner and AUXPA Specialist.

The three Auxiliary members, Floriani, Napolitano & Scarborough, were excited to help out with the exercise. It was an opportunity to experience first hand the type of “Boarding and Law Enforcement” training the NARWHAL crew members receive. Also, it gave the three Auxiliary members some ideas & techniques to use as Auxiliary crewmembers.



ARRESTING THE “BAD GUYS”

Continued

The District 11 Training Team was facilitated by Chief Petty Officer Stephen Neff and Petty Officer Stephen Kelly. Each has extensive training and experience in surface operations and vessel exams. NARWHAL crewmembers had three days of classroom training. Two additional days were spent learning how to board different vessels. Several scenarios ranging from benign to an arrest were utilized for the exercise.



Photo by
Kirk Scarborough, BC-PA

In the photo above, an Orange County area Auxiliarists from Flotilla 15-08 train with the officers and crew from the USCGC NARWHAL WPB 87335 based in Corona del Mar, California. In the center, L to R in civilian clothes are CG D11 Training Team, Petty Officer Stephen Kelly and Chief Petty Officer Stephen Neff.

At the completion of the week long exercise, Lt. Ensley expressed his gratitude to the three Coast Guard Auxiliary members for their contributions to the training. Lt. Ensley presented Auxiliarist Floriani with the Ship's Coin for his services to the officers and crew of the USCGC NARWHAL. Mr. Floriani is a qualified Crew Member of the Watch (CMOW) as a crew augmentation aboard the NARWHAL.

Capping off a hard week's work, the NARWHAL Crew and Auxiliarists enjoyed a cookout overlooking the beautiful Newport Harbor in Corona Del Mar. The NARWHAL chef whipped up a feast of Mexican food with all the trimmings. This was really the “forth-cornerstone of the Auxiliary at its best”, said Scarborough. To watch both Coast Guard & Coast Guard Auxiliary members team up together was an amazing sight. Everyone was dressed in the ODU uniform and except for a “few gray hairs” we looked like one unified group.

As the three Auxiliary members left the CG Dockside, the NARWHAL Crew Members gave a “salute” as a token of a job well done.

TEAM COAST GUARD AT FLY-N-FLOAT SHOW

by Terry Rouch, Flotilla Staff Officer - Public Affairs, Flotilla 15-08

FULLERTON, CA — The Fly and Float Show event sponsored by the USCG Auxiliary might have been scrapped had it not been for some furious hustling from members of North Orange County Flotilla 15-08. Faced with difficulties in securing proper approvals and the cancellation of its original location, the Fly and Float Show at Fullerton Municipal Airport appeared destined for disaster.



Photo by
Howard Phillips Flotilla 27

Instead, the community was rewarded with lots of sunshine and an amazing start to what is hoped to be an annual event which included boats, vintage planes, adventure helicopter rides, classic cars, music, food, entertainment and lots of boating safety information.

Kicking off the event was KTLA-5 traffic reporter Chuck Street as the master of ceremonies while a Coast Guard rescue helicopter flew overhead.

The Los Angeles area Auxiliary Color Guard presented the colors while dignitaries such as California State District 72 Assemblyman Michael Duvall, Captain Paul Wiedenhoef (Coast Guard Commanding Officer, Sector Los Angeles/Long Beach) and Fullerton Mayor Pro Tem, Pam Keller looked on.

There was plenty of fun and entertainment for the everyone which aided the primary mission of the event, promoting boating safety; said Kirk Scarborough, Flotilla Commander.

What was once a small public service event, turned into a large scale show with an estimated 1,500 to 1,800 persons in attendance.

It was an all hands effort that included assistance from other flotillas and members of the civil air patrol based at the airport.

Even Coastie the Robot Boat was recruited to be on hand, cooling off

anyone that got a little too close. One of the afternoon highlights to delight the crowd was a low level flyby from a P-51 Mustang all painted up in D-Day markings that raced over the event.

If you like aviation, if you like boats, and if you like cool cars, you'll like the US Coast Guard Auxiliary's Fly and Float Show. For next year, the plan is to grow and become an annual event that works to support our community and promote the Auxiliary and its missions.



Photo by
Howard Phillips Flotilla 27

Captain Paul Wiedenhoef (Coast Guard Commanding Officer, Sector Los Angeles/Long Beach) receiving a special Team Coast Guard award.

AUXPLUSPE – A VITAL PE TOOL

By Victoria Jacobs, District Staff Officer – Public Education

Version 3.41 of AuxplusPE is here! This version has the ABS cards and Certificates as well as some enhancements that PE Officers throughout the Auxiliary have requested. Many of the system "bugs" that were reported are fixed and an icon for updates was created so that users do not have to search and remember. All the information on the CLASS page and a summary on the REPORTS page are combined for users at a glance.



The location of the program is the same in the new release and on the page you will see revision number, so before you download it you know that you have the most current version. It is strongly suggested that users print the following instructions out and have them nearby the first time they input data into the system.

To access the new version:

1. Do a backup of your database and then shut down your program;
2. Go to the site <http://homepage.mac.com/herbtheisz/PE/FileSharing2.html> and download the new version. You will be prompted to provide a password. The password for the website is "AUXPE_1". It is case sensitive, so enter it as shown. The program will load and then, when finished, you should go and put in your office as the ID and the password. Once done, then change the password to one of your choice.
3. Go to the back page and push the RESTORE button. Check the Help section for changes that may help you. Depending on your title, the password to get into the program is either DSO-PE_1, SO-PE_1, or FSO-PE_1. You will then be asked to change the password to one of your choice.

If you have members who need to have access to the program, please continue to have them contact David L. Ten Broeck. This will allow us to verify user membership and also add users to the database so that they can be alerted when there is a change or new version.

Continued use and support of the program are appreciated by the E-Dept and Public Education Officers across the Auxiliary. The program team, led by Dave Ten Broeck, has done a wonderful job and everyone owes them a big "thanks" for the time and effort they put into the project.

NAVY DAY – SALUTE TO THE US COAST GUARD

by Kirk Scarborough, Branch Chief, West – Public Affairs

As part of NAVY DAY WEEKEND honoring the US Coast Guard, the CG Auxiliary was asked to participate by having a Public Affairs Booth at Berth 46. My contact was Mr. Grant Ivey, who was the Chairperson for the event. I asked four Auxiliary persons of which three are recent AUX-12 PA School Grads, to help man the booth. Those assisting were: Terry Rouch 15-08, Vena Peterson 15-07, Doug Kroll 11-11 & Sandra Lindsey 2-4.

The Auxiliary booth (seen right) was among the many invited to participate. The booth was located on the pier between the CGC GEORGE COBB & CGC ACTIVE. It was a rather windy day, but crew members from the COBB helped by using anchors to tie down the 10x10 pop up. Though the day was slower than the attendance in 2008, it was still one enjoyed by all who participated and attended this annual event. One of the many positive things of the day was the fellowship enjoyed by the members who attended. It's always a positive, when CG Auxiliary Members are gathered to talk "shop". It's like the Forth Cornerstone of our Fellowship.



Photo by
Kirk Scarborough, BC-PA

REMEMBERING OUR FRIENDS

by Bret Fendt - District Staff Officer, Publications

02 May 2009, San Pedro, Calif. – Each year, members from across District 11SR come together at ISC San Pedro for an annual memorial service for those members who have “crossed the bar” in the last year. These members are forever remembered with their names engraved on the granite monuments that overlook the harbor on base.

This year saw the addition of over forty members, bringing the total remembered on these markers at over 1200. Over 100 Auxiliaries attended this year’s services.

The memorial services began with an Auxiliary Color Guard presenting and hoisting the colors, along with an Auxiliary bugler, Douglas Kroll, Flotilla 11-11.



Photo by Bret Fendt
DSO-PB

In the photo above, many are in attendance for the day’s services.



Photo by Bret Fendt
DSO-PB

In the photo above, the Color Guard stands at attention during the playing of taps

While Auxiliarist Brett Bigelow, Flotilla 10-08 played amazing grace on the bagpipes, an HH-65 flew past along the harbor (cover photo).

Following the formal services, members came together at the gazebo to say farewell to CWO Chris Ruleman as he transitioned into his new role in Texas following four years as the Operations Training Officer & Assistant DIRAUX. The day was enjoyed by all that attended and gave each a moment to think of all we have lost that have been close to us throughout the past year.

A special thanks to those of active duty who were present on that cool Saturday morning, your support will not be forgotten.

CAPT Paul Wiedenhoef addressed those in attendance, honoring those who have stood watch faithfully and proudly over the years, and that long after the services were concluded, their time and dedication would be remembered.

During the day’s events, friends of those who passed took a few moments to share some lighthearted and heartfelt memories of those who have gone before us. One could not help but be moved by the day’s events. Seen left, the Auxiliary color guard presents the colors. This color guard consisted of members David White, Rob Tanner, Dennis Burdo, Russ Davis, Rick Butterworth, Larry Desy, and Gene Dow.



Photo by Dianna Miller

05/02/2009

In the photo above, from left to right, George Hornbeck DVCDR 10, Bud Gothann DCDR 10, COMO Michael Johnson DCO 11SR, Mary Klock DCAPT 11SR, and Howard Bentley FC 10-07 and stand before the markers following the ceremony.

REMEMBERING OUR FRIENDS

Continued

These photos are from the services on 02 May 2009. Directly below, the USCG Auxiliary Color Guard marches back from posting the colors. Right, CAPT Paul Wiedenhoef (Coast Guard Commanding Officer Sector Los Angeles/Long Beach) addresses the audience.

Photo by Roy Berrios
ADSO-PB



Photo by Roy Berrios
ADSO-PB

Photo by Bret Fendt
DSO-PB



Auxiliary bugler, Douglas Kroll, Flotilla 11-11 seen above during the ceremony. Auxiliaryist Brett Bigelow, Flotilla 10-08 performed Amazing Grace on the bagpipes, seen to the right.

Photo by Roy Berrios
ADSO-PB



INTERFERENCE INLAND

PARKER, ARIZ – In March 2009, Auxiliarist James Wooddell, Flotilla 92, reported severe interference on the HF bands as it disabled his HF station located inland near Parker, Arizona.

It seems Wooddell located the primary source of the interference. Seen in the photos, Wooddell discovered the culprit of a massive RFI producer (harmful interference). This connector could be heard for 5 miles on HF and could be seen well into the 1000 Mhz spectrum.

Once found, the interference source was traced to causing other problems. Another customer on this line had reported power troubles two weeks prior and which had not been resolved by the local power company. The customer actually had an electrical contractor scheduled for service at his place of residence to resolve “his” issue shortly after Wooddell discovered the problem. Wooddell reports that, *“when the customer was notified that this was not his problem, he was VERY happy that I found this and had it resolved.”*

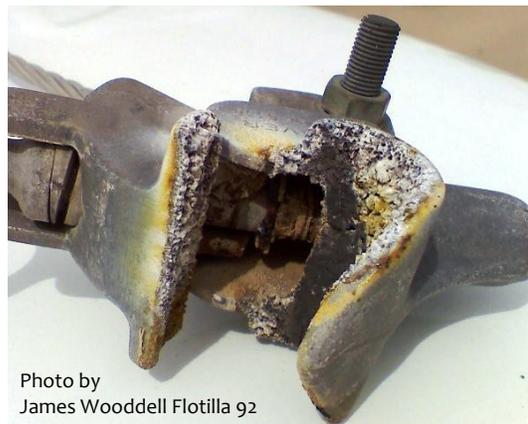


Photo by
James Wooddell Flotilla 92



Photo by
James Wooddell Flotilla 92

It seems the power company was eager to get this problem corrected. *“Once I found this, the power company was there to fix it in less than 30 minutes,”* Wooddell said.

Now that this major source of interference is gone, Wooddell is focusing on the lower levels of interference. *“The area in which I live is inundated with power line interference. I have identified at least 10 near by points of concern and it is my understanding that the local power company will have an interference guru out here to help me find some of these.”*

Without the diligence of James Wooddell, it is likely these issues would have gone unresolved for weeks.

MEMBERSHIP DEVELOPMENT

by Thomas Shaw - District Staff Officer, Personnel Services

The Port and Starboard Side of Membership Development



Recruiting new members and retaining current members is every member's responsibility!

The Auxiliary is a financially self-sustaining membership organization that depends upon a large membership to accomplish the tasks given to us by the United States Coast Guard. Turnover is a reality of our type of organization. Members leave because of age, retirement, health, loss of interest, personality conflicts, or leadership issues. Whatever the reason, we must replenish our membership to ensure our continued existence.

The "port" side of membership development requires that every member make a list of non-Auxiliary friends and contact them about the benefits of Auxiliary membership. Invite them to a fourth cornerstone activity and introduce them to members. It's fun to have your friends with you when conducting Auxiliary activities. Further, many of us belong to community groups such as Rotary, Kiwanis, and church groups, as well as yacht clubs. These are all sources for potential members. Another source is past members, who may have dropped out for many reasons and may have changed their minds or now have more time to devote to recreational boating safety

The boating season is starting and we will be attending boat shows and staffing VE and other public events. We represent the Coast Guard and the Coast Guard Auxiliary at these events. Look good, be proud and RECRUIT from the visitors seeking boating information from you and your shipmates.

The 'starboard' side of membership development requires us to take a long look at our retention efforts. I hear the term "dead wood" when referring to members who have not been productive for a long time. However, I never get a good definition of what that means!

Members who pay their dues are producing the money that pays for the publishing of the course materials for classes we enjoy and helps pay for the administrative functions of the Auxiliary, from the Flotilla to the National organization. Their paid membership reflects on the flotilla strength as well as the strength of the Auxiliary. So let's be careful about "labeling" our members as "dead wood" because they are keeping our organization alive.

We need to take a look at our members who are not attending Flotilla meetings or not helping at Auxiliary functions. Contact these members and find out why they are not participating and assist them in resolving their Auxiliary issues, if possible. Remember that many of these non-participating members may be long time members, who are suffering from "burn-out". Work to conserve them as members, as they are a wealth of knowledge that new members can access. Experienced members make great Mentors and Instructors or Instructor Aids.

Our fourth cornerstone programs are a tool to rekindle the interest of current members and new members. Flotillas should have quarterly social events. A simple pizza party at the end of a flotilla business meeting goes a long way in sparking up a dull flotilla or a potluck, where everyone brings a dessert is fun, doesn't cost the Flotilla much and everyone usually enjoys it.

Remember, "The Port and Starboard of Membership Development" means that recruiting is every member's task and retention is every Auxiliary member's responsibility!

VESSEL SAFETY CHECKS

by Norma Lococo – Assistant District Staff Officer, Marine Safety

GOING BEYOND VESSEL SAFETY CHECKS

Ever wondered what the next achievement level above VSC Examiner was? Think about Uninspected Passenger Vessel (UPV) Examiner, one of the 16 exciting Trident Program Performance Qualification Standards (PQSs) providing you with the opportunity of augmenting the work of Active Duty and Reserve personnel at Coast Guard Marine Safety Commands.

Charter for Hire - aka "6 packs" – even in economic down-turns represents a prolific industry, some of which are managed at the highest safety standards while many are not. It is not unusual, and now one of our best resources, to explore the web and find Charter for Hire enterprises conducting business in nearby harbors.

The Coast Guard is responsible for ensuring commercial vessel safety in the U.S. and has divided commercial vessels into various classes. These classes of vessels are divided by type of service and regulated under different subchapters in Chapter 46 of the Code of Federal Regulations.

Passenger-carrying vessels incur the majority of public use and are divided into 5 distinct classes, one of which is Uninspected Passenger Vessels (less than 100 Gross Tons) which are allowed to carry 6 or fewer passengers, at least one of whom is for hire.

In 2007, Sector Los Angeles/Long Beach initiated a UPV team program providing guidance and training of USCG Auxiliary members to achieve the AUX-UPV PQS and earn a Letter of Designation as a qualified UPV Examiner.

Our assignments: educate, assist, determine and review the company/owner's chemical testing programs in effect through UPV examinations of vessels of less than 100 GT. Today, the 10 member UPV team is working toward coverage throughout the Sector LA/LB AOR (Morro Bay to Dana Point). An examination conducted by a two member team requires the satisfactory completion of a three page form representing over 60 items and generally entails 2-3 hours.

Acronyms like DAPI, DER, C/TPA, SMI, and MRO will all become a part of the examiner's new language. The initial training time involved, including the examination of 6 vessels with a designated mentor, generally requires 3-6 months combined with a successful oral board review at Sector LA/LB, followed by a Letter of Designation and team involvement.

The reward: Safety of Life At Sea.....

D11SR RBSVP ACTIVITY CHALLENGE

In an attempt to jump start our District's RBSVP activities, COMO Michael Johnson DCO initiated a program whereby every program visitor who completed at least 15 visits to different marine dealers from 15 May to 30 June would be recognized with a Certificate of Appreciation. In addition, those members who completed the most visits during the specified time frame in each of the four District Captain's AORs would be treated to lunch by their District Captain.

We are pleased to announce that the program was an outstanding success. From 15 May to 30 June, our program visitors completed 639 program visits! Bravo Zulu to the following members who completed at least 15 visits--from Inland: John Doran, Jr., Eve Oppedisano, Vince Oppedisano and Manuel Sandoval, Jr.; from San Diego, Michael Ledger, Sandra Lindsey, and Martin Olmeda; from LA/LB South: Sharon Blenn, Anthony Dallendorfer, Frank Galloway, Charles Kroll, Donald Norby, James Stewart and Lawrence Wallace; from LA/LB North, Paul Bick, Stephen Johnson and Walter Kaufman. Sandra Lindsey (72 visits), Vince Oppedisano (39 visits), Frank Galloway (57 visits) and Stephen Johnson (43 visits) will be pleased to be treated to lunch by their District Captains. Thank you all for making our RBSVP program successful.

BECOME A PROGRAM VISITOR

by Eve Oppedisano, District Staff Officer – Program Visitor

TWELVE REASONS TO BECOME A PROGRAM VISITOR

If you enjoy meeting people...if you are proud to wear the Auxiliary uniform...if you like the idea of being an Ambassador of the United States Coast Guard Auxiliary...then this is the program for you.

The Recreational Boating Safety Visitor Program promotes boating safety and education, with the cooperation of local businesses where recreational boaters visit. This includes, but is not limited to, marinas, insurance offices, marine dealerships and repair facilities, boat rentals, sporting goods stores, bait shops, hotel/motel lobbies, restaurants/snack bars, bus or AMTRAK stations, etc.



This program is educational, by providing boating safety class schedules posted and a variety of literature available to the general public at the various facilities the Program Visitor services.

There are thousands of professional & governmental offices throughout the United States where people have to wait for services, such as hospitals, medical/dental offices and boat/trailer or fish licensing departments. The list is endless and provides a vast potential base for the qualified Program Visitor to set up brochure racks with boating safety literature.

TOP 12 REASONS TO BECOME A RBS PROGRAM VISITOR

1. You can provide a valuable service to boating customers by providing schedules of boating safety classes and vessel safety check sites. Providing information for Auxiliary Membership opportunity and Marine Safety & Environmental Protection Awareness.
2. You can enhance the Vessel Safety Examiner Program through literature handouts and Partner sponsored events such as providing a VSC station at the Partner's premises.
3. Program Visits can be done year round.
4. Program Visits can be done close to your home.
5. Program Visitors are unofficial Ambassadors of the USCG and Auxiliary. PV's are encouraged to provide boating safety information as well as literature at Recreational Boating shows or other events.
6. Program Visits can be credited toward the RBS Device program.
7. Online Program Visitor test available to meet certification requirements.
8. Program Visitors need only two qualifying visits with a currently certified Program Visitor to obtain certification.
9. Annual certification maintenance is only 4 visits.
10. You select those Partners who should be awarded the RBSVP Certificate of Appreciation.
11. Program Visitors will earn the "V" Departments award signed by the National Commodore for conducting 40 or more visits annually.
12. Expand your field of opportunity to earn the VE/RBSVP Annual Service Award by becoming a certified Vessel Examiner and completing a COMBINATION of 60 Vessel Safety Checks and RBSVP activities.

HOW TO BECOME A QUALIFIED RBS PROGRAM VISITOR

- Pass the BS&S course or ABC course.
- Study the RBSVP Manual and certain sections of the VSC Manual.
- Take & pass the current RBSVP qualification examination covering material contained in both the RBSVP and VSC manuals.
- Satisfactorily conduct two RBSVP program visits under the supervision of a currently qualified PV.
- For a Program Visitor to maintain their qualifications, they must do a minimum of four (4) Partner visits each year (January 1 through December 31) and attend a workshop when required.

DISTRICT CRUISE

By Bret Fendt, District Staff Officer - Publications

12 July 2009, San Pedro, Calif. – Members from across District 11SR came together to celebrate a history steeped in service and dedication. As we mark this, the 70th Anniversary, D11SR commemorated this historic turning point with a set of two special cruises from San Pedro to Catalina Island off the coast of southern California. This cruise was organized by COMO Michael Johnson DCO as a way to celebrate the Auxiliary Anniversary, and to further instill our fourth cornerstone of fellowship among members.

This was, however, more than just a cruise; it was an opportunity for members to sail aboard the USCGC GEORGE COBB, a 175-foot Keeper Class Coastal Class Buoy Tender. According to the USCG, the COBB, “along with the *Juniper*-class 225-foot seagoing buoy tenders, represent the new wave in buoy tending. They are the first Coast Guard cutters equipped with Z-Drive propulsion units instead of the standard propeller and rudder configuration. They are designed to independently rotate 360 degrees. Combined with a thruster in the bow, they give the Keeper-class cutters unmatched maneuverability”¹.



Photo by Roy Berrios
ADSO-PB

In order to make it over and back during the day, the cruises began early in the cool morning air. As seen to the left, the sun is just breaking onto the mast of the COBB as members are already getting ready to get underway.

Though the cruise was casual and not a military operation, the USCG COBB is still a working vessel, not a pleasure boat. For the safety of all who were aboard, PO2 Brown, mustered the guests on deck to provide a safety briefing. Seen right, the group gathered on deck while underway.



Photo by Roy Berrios
ADSO-PB

¹ <http://www.uscg.mil/datasheet/175wlm.asp>

DISTRICT CRUISE

Continued

Members were given the opportunity to tour the ship while sailing from San Pedro to Avalon. One of the highlights was seeing the operations of the bridge. Seen here, the view from the port side bridge as the COBB makes her way towards the island. Members can be seen on deck below.

Other areas included the ships galley and engine room, areas that on most ships and cruises are off limits.

Once on the island, members had the opportunity to see the area sights and enjoy a lunch on shore.

For some this was a return to the island, for others, it was there first time, but for everyone it was special, for their involvement in the USCG Auxiliary provided a very special cruise.



Due to the popularity of this small island port, the COBB had to wait off shore for the scheduled pick-up time. As the COBB made her way back into the port, members waited for their ride back to the mainland. Seen here to the left, the crew is on deck preparing to dock and board passengers for the return trip.

There were two cruises available for members, both of which sailed from ISC San Pedro, the home for D11SR. Members loved the opportunity for such a cruise, remarking on the unique opportunity to sail aboard an active duty vessel.

LADIES OF THE NIGHT....

By Deborah Johnson, District Staff Officer - Marine Safety



'Twas the night after Christmas, and all through the house, not a creature was stirring... not even a mouse. No one dared, for Mother Nature was at her worst... the wind howled like the Furies of Hades... waves tore open her shores... and one lone sailboat faced

her with three souls aboard.



The dare was more than she could bear... and she cast them out, sending the tiny vessel end over end in that terrible winter gale...

But one man saw... and dared... Assistant Lighthouse Keeper George Cobb set out in the lighthouse station's small vessel that stormy night in 1896 to see if he could make a difference... and because he dared, three men were rescued – two from the dark, roiling waters, and one lying bloody and broken upon the rocks of Point Bonita, at the entrance to San Francisco Bay.

George Cobb was a lighthouse keeper from 1890 to 1938, and received the Silver Lifesaving Medal for his humanitarian act at the extreme risk of his own life. After several severe accidents around Point Bonita, construction of a lighthouse on the Point 306 feet above sea level was begun in 1854. The site was very difficult to reach, but a California-style cottage and separate 56-foot high light tower housing a fixed second order Fresnel lens were completed and the light was lit for the first time on May 2, 1855

with the hope of saving lives and vessels from the fury of Mother Nature. It was the most powerful beacon on San Francisco Bay.

Its automated signal today is three seconds on – one second off.

But Mother Nature had another trick up her sleeve... it crept in on silent cat's feet and curled up at the base of the fifty foot cliff.....fog obscured the light.

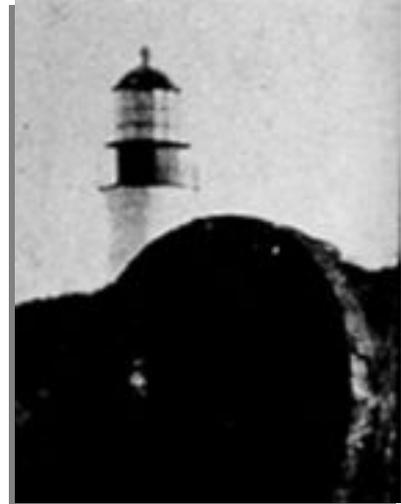


A surplus cannon was obtained from the Benicia Arsenal in the hope that noise would

provide additional safety about the jagged rocks of Point Bonita. Sargeant Edward Maloney, a new Keeper, was to fire the cannon once every half hour in foggy conditions, but gunpowder was very expensive, and the sound was not audible at sea.

In the 1870's the Lighthouse Service moved the light from the top of the cliff to Land's End – the far end of Point Bonita, where huge breakers and rockslides were not uncommon...

A tunnel was cut through rock to access the Point, where the new Keeper's quarters and light tower were built using the upper portion of the original lighthouse. It then stood 33 feet tall.



Near the end of the 19th century, a new fog signal building was built at Land's End, and the Point Bonita Lifesaving Station was opened – the only one on the north end of the Bay, outside of the Golden Gate Bridge.

LADIES OF THE NIGHT...

Continued

Access was by a very narrow pathway later washed away in a violent storm; subsequently, a foot bridge replaced the causeway. It was from this Lifesaving Station that GEORGE COBB set out to save three souls from the wrath of Mother Nature on that dark and stormy night in 1896,

By 1979 the Point Bonita Light was the last manned lighthouse in California and was automated shortly thereafter.

On October 9, 2006, the daughter of Keeper GEORGE COBB, Doris G. COBB Hallberg, and her family visited aboard the GEORGE COBB – just as we will be spending time aboard during our reinstated District Cruise to Avalon in July and August.

And so it was one of the Ladies of the Night that has come to play a part in a Coast Guard family event – a piece of living maritime history for our enjoyment. So let us all pay tribute to her



But the US Coast Guard was not done with George Cobb. In October of 2000, a new Keeper Class Cutter was named after George Cobb in honor of his bravery and courage during that daring sea rescue at great risk to his own life. She is a buoy tender – her charge is to keep the Aids to Navigation in place and functioning properly to save lives at sea – just as Lighthouse Keeper George Cobb kept the Point Bonita Lighthouse and Lifesaving Station operating to save lives at sea a century ago.

namesake as we embark, and remember that we are also Life Savers – Guardians and Keepers of our fellow man at sea.

ITEMS OF INTEREST

(Corrected) OP DRESS UNIFORM (ODU) ORDERING

1. The supply of untucked Operational Dress Uniforms (ODU) for Coast Guard consumption has been subject to several different challenges since its beginning last year, and this has posed uniform procurement problems for all elements of the Coast Guard workforce.
2. These challenges are being aggressively addressed between the Coast Guard and the provider, but expected resolution to a point where the supply of untucked ODUs will be able to meet not only active duty/reserve but also Auxiliary demands is not expected to be reached until late this summer (August-September). Also of note, new recruits at Tracen Cape May are still being issued the tucked ODU version, and there are still some substantial stocks, albeit of limited sizes, of tucked ODUs.
3. Working with the Coast Guard Uniform System Manager and the Coast Guard Uniform Distribution Center (UDC), and in the interest of minimizing Auxiliary orders to new members who need them most, the following process has been put in place to fill orders for new Auxiliarists for one (and only one) untucked ODU until they can open up sales for all Auxiliarists later this summer:
 - a. The Auxiliarist must fill out the UDC Standard Uniform Order Form (it can be found on the UDC web site: <http://www.uscg.mil/uniform/>)
 - b. The Auxiliarist's Flotilla Commander must fill out the attached authorization memo (preferably on Flotilla/Auxiliary letterhead) [ODU-Memo.pdf](#)
 - c. The Auxiliarist must then fax the UDC Standard Uniform Order Form and the Flotilla Commander's endorsement memo to the UDC at (609) 861-7930 (no phone or web orders).
4. ODU orders received and processed this way will be shipping via USPS priority mail (not FEDEX).
5. Though easy to regard these as significant hurdles to jump in order to get an untucked ODU uniform, please regard it in the context of knowing that the Coast Guard is trying to protect a limited supply for at least another 2-3 months and has to make sure all orders are bonafide.
Posted by Webmaster at 8:00:18 PM on 25 Jun 2009

TRIDENT UPDATE

The Initial Indoctrination to Marine Safety (IIMS) is an active duty course that is required for all Trident Program candidates. The final exam is a closed book, proctored exam which may be taken at Sector LA/LB Educational Services Office or at Rescue 21 offices in Phoenix, Arizona. Eventually, it may also be available at Sector San Diego Educational Services Office. A procedure has been created to allow this exam to be scheduled and given at the office closest to the member's residence, and any Auxiliarist wishing to take the exam should contact the DSO-MS, Deborah Johnson, to set up an enrollment file.

The Coast Guard Institute computer system does not recognize our member ID number as a personal ID number, but uses the Social Security number instead. The member needs to supply his/her name, address, phone, email address, Flotilla number, CG Aux ID number and Social Security number to the DSO-MS via phone (for security reasons) in order to be entered into the Institute database. This is required to order and ship the exam to a specified exam center and qualified proctor.

Once the exam has been taken, it will be graded and the member will be notified of the results by official letter. An email notification of a passing grade is not considered "official notification" for purposes of application for the Marine Safety Ribbon or Trident Pin. The member then must submit a copy of the official letter to Ken Edwards (DSO-IS) with a request that it be entered into AUXDATA.

ANNOUNCEMENTS



August 7th, 2009

Thank you to everyone who helped
celebrate the birthday of the
U.S. Coast Guard at the
Sector San Diego Pavilion



COAST GUARD DAY PICNIC



A great time was had by all
who attended.
Be sure to join us next year!

Music was provided by Cruz Cero (Latin Salsa)



Please Tune-In for the
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Important Announcements
from the DCO & Select DSOs.

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**COMMODORE'S BULLETIN &
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2009 DISTRICT CALENDAR

District Board & Staff Meeting

September 12 (DCAPT elections)
November 14

NACON

August 27-30

EDITOR'S CORNER

I would like to thank everyone for their continued support. The articles we have been receiving have been tremendous.

I would like to welcome Roy Berrios as a new ADSO-PB. His photographic contributions so far have been remarkable.

The next issue is already in the works, so please get your articles in soon.

Bret Fendt, DSO-PB
Bud Lathrop, ADSO-PB
Richard Reinhardt, ADSO-PB
Roy Berrios, ADSO-PB

