



District 11SR

# COMMODORE'S BULLETIN & DIRECTOR'S NEWSLETTER



## Making Waves

Photo by Steven Lee  
Flotilla 24

Volume 10  
Issue 1  
May 2010

### Featured in this Issue:

- Recruiting & Retention
- Chain-Of-Leadership
- Activities from Around the District
- Photos from District Conference

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**District Chief of Staff (DCOS)**

Harry Jacobs

**Director of Auxiliary (DIRAUX)**

CDR Greg Matlin

**District Captains (DCAPT)**

**San Diego / Inland (SD)**

Wally Berry

**Los Angeles / Long Beach North (LA/LB-N)**

Trent Kelly

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

Don Napolitano

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COMO Robert Sterzenbach

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Division 7 ..... Alan Carver

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Division 11 ..... Larry Desy

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**Operations Training Officer (OTO)**

CWO Thomas Kron

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Please submit all articles, pictures, corrections, and updates to the DSO-PB at [fendtb@cox.net](mailto:fendtb@cox.net).

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**Next Submission Deadline:**

01 June 10 | June 2010 Issue

**Cover Photo:** Auxiliarists stand by as the USCGC Halibut nears the dock on 11 October 2009 during Marina Del Rey Day. Photo by Steven Lee of Flotilla 24.

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## IN THIS ISSUE...

...one will read about the importance of maintaining the chain of leadership and how its role is key in our success. Also, have you been faced with questions about retention and recruitment? The District Chief of Staff addresses questions one may come across.

This issue is comprised of many updates and changes happening across the district and from around the nation. Please keep sending your stories and updates. Your support is key to achieving our goals for this year.

We are always in search of the next cover photo and story so please keep shooting and letting the Publication Team know what is happening in your area!

# FROM THE DESK OF THE COMMODORE

By COMO Michael Johnson, District Commodore



As a member of the Auxiliary, we are faced with the fact our roles are constantly exposed to many changes. Whether it is a new opportunity to serve the Coast Guard and our country or new and more complex requirements we must meet, change is inevitable and will continue to occur.

We will continue to see some significant changes this year. Over the last four years, we were privileged to serve under a dynamic Commandant, Admiral Thad Allen. Under his leadership, the Coast Guard embraced one of the most dramatic changes in its organizational structure in the entire history of the service. While this modernization process has yet to be fully implemented, it caused our National Auxiliary officers to initiate major changes in our structure as well. In our own District, we planned and executed a vast restructuring project. Was it easy? Absolutely not! But we—all of us—worked together and made it happen. We were able to recognize the changes needed, adapted, and overcame adversity with professionalism, balance and judgment (PB&J)

On May 25, 2010, Admiral Allen will be stepping down as Commandant, and will be relieved by Vice Admiral Robert J. Papp, Jr. There has been much talk about what changes Vice Admiral Papp will make once he assumes command. But rest assured--there will be changes. They may not come immediately, but you will soon be hearing about his vision for the future of the Coast Guard. Whatever changes are made, we need to give them a chance. Generally, changes, while they may be hard to swallow for some, accomplish positive results.

Closer to home, Vice Admiral Jody Breckenridge, Commander, Coast Guard Pacific Area will be retiring. Vice Admiral Breckenridge has been a great supporter of the Auxiliary. When she was appointed as the Eleventh District Commander, she attended NACON in Dallas, the only Admiral outside of the host District to attend. She is being relieved by Vice Admiral Manson Brown.

In just a few short months, the District Board will be selecting my replacement as your District Commodore. In addition, the Board will be electing a new District Chief of Staff and three District Captains. Whoever it is that gets elected to these District offices on September 11, I fully expect there will be changes in how the District is operated, and the new leaders will need to manage these changes. Speaking of the elections, members seeking election to elected office are required to send a letter of intent to be a candidate to me by June 14, as required by our Standing Rules. All candidates should be aware that we do have a Code of Conduct that guides our actions as candidates. Please review District Policy Directive 03-14, posted on our District Website. Keep a positive attitude, embrace the changes as they are announced, and help us all build a stronger Coast Guard Auxiliary.

# RECRUITING & RETENTION - KNOWING THE ANSWER

By Harry Jacobs, District Chief of Staff

## The Six Recruiting and Retention Questions Prospects and Members Ask

The generational differences in our organization are showing up in the population we target for membership. Many of us with a strong post-World War II patriotic orientation, myself included, are having difficulty in dealing with people who **JOIN** organizations that seek to answer three questions:

- 1) *What's in it for me?*
- 2) *How much will it cost?*
- 3) *How much time will it take?*

If we want to ensure the viability of the Auxiliary for the next 20 years, we must be prepared to answer these questions.



The thirty to forty year old age groups experienced a different historical period than many in the Auxiliary. It was a time of insecurity and instability; a time of international political chaos and a time where some resorted to assassination to effect change; a time of economic pressure; a time of the single-parent family and a time of the dual income family; a time where parents wanted to do more for their kids, but didn't have the resources; a time when the very fabric of American society was pulling apart over the issue of the color of a man's skin. Couple these forces with the first enemy attack on American soil since 1941, people of this generation have seen the shaking of the "security blanket" to the core and driving families inward toward self, rather than outward towards community. These are all forces which we must understand in our efforts to develop our membership. Understanding these forces will help us relate to prospective members that are a generation or two younger than many of our members. If you can overcome that period gap, you can be an effective recruiter. However, once you recruit new members, you have another challenge; retaining them!

Members **REMAIN** in organizations when members find the following to be true:

- 1) *Meetings are interesting and well-planned*
- 2) *Meeting locations are easily reachable and convenient*
- 3) *The association with others adds value to their lives and minimizes the time away from their employment and family.*

All three of these challenges can be met by a Flotilla, if the members and leaders understand how their efforts will produce the reward of having a group of happy, cooperative, and productive shipmates. This understanding can be achieved through reading, training, and providing them a role model, after whom they can pattern their behavior. It's not easy, but it can be achieved!

Well organized Flotillas can succeed by focusing on the answers to the above six questions, creating a sense of urgency among their members, and by Leaders taking action to create the type of environment that makes men and women of good character want to participate.

6 Key Questions to keep in mind for Recruiting & Retention:

### RECRUIT

- 1) *What's in it for me?*
- 2) *How much will it cost?*
- 3) *How much time will it take?*

### RETAIN

- 1) *Meetings are interesting and well-planned*
- 2) *Meeting locations are easily reachable and convenient*
- 3) *The association with others adds value to their lives and minimizes the time away from their employment and family.*

# MAINTAINING THE CHAIN-OF-LEADERSHIP

By CDR Greg Matlin, Director Auxiliary, District 11 South



As your new director, I find myself quickly coming to the end of the honeymoon phase learning nearly 1900 Auxiliarists, learning the area (CA, NV, UT, and AZ), and learning your capabilities. I have taken an area familiarization flight of the Los Angeles/Long Beach area, been aboard your vessels in San Diego and Channel Islands, and met with both Sector Commands.

I have been aboard the CGC GEORGE COBB for the district cruise to Catalina where I spoke to many of you personally. I have attended NACON 2009 in Chicago and learned about the National Auxiliary Organization and the direction they are heading. At NACON I met with my fellow Directors, OTOs, Commodores, and attended a private session with the Commandant. Over the past few months I have visited with

many, seen more AUX vessels, attended the Inland Rendezvous in Tucson and conducted an area familiarization of Lake Havasu. Getting to know you and your capabilities along with your needs is where I want to spend my time during my tour as your Director.

Unfortunately, I have also spent a great deal of time addressing core value violations. A few of our district members have misrepresented the Coast Guard and the Coast Guard Auxiliary. These violations have occurred both on and off duty. I won't and I can't share the details, but all are avoidable if people live by the Commodore's watch words of PB&J (Professionalism, Balance, and Judgment) and the Coast Guard's Core Values of Honor, Respect, and Devotion to Duty. The Commodore and I need you to adhere to these ideals. We also need you to take action if our fellow AUX members are going down the wrong path. Correct them, advise them, and counsel them on the appropriate action. I want to spend my time as your director in positive ways, ultimately supporting your capabilities and your needs.

The Chain of Leadership and Management works. This chain communicates ideas, information and requests. It provides for orderly conduct and provides solutions, typically at the flotilla or division level. If you foresee a problem do your research. Scour the AUX manuals, district website, national website, and the Chief Director's website to name a few resources. If it cannot be resolved then notify your Chain of Leadership. If you foresee a problem with the Chain of Leadership then get it in writing (email or letter are usually appropriate). Please note the Chief of Staff's caution of emails in the last publication of our District bulletin. Ensure the letter/email is concise and includes all relevant information. Address the letter/email to the lowest level of the Chain of Leadership. Give them an opportunity to respond and don't skip a link in the chain of leadership. Be open to their response even if it is counter to your views. If you are not satisfied then continue up the Chain of Leadership. You'll need to ensure you copy the previous link in the chain of leadership. I am a big believer in the Chain of Leadership. It is highly functional and efficient. It works.

# MAINTAINING THE CHAIN-OF-LEADERSHIP

Continued

A couple information items:

1. I have directed the OTO, CWO Kron, to put a group together to look at the national and district coxswain, crew, and vessel requirements. The goal of the group is to increase the proficiency of our coxswains, crew, and vessels within our district.
2. Many of our auxiliaries within our district were impacted by the recent fires. The Gold Side D11 Staff was concerned about everyone's safety and whereabouts. Bert Blanchette did an excellent job of physically plotting the locations of those impacted and reporting back to the Commodore and me. The local BSU Housing Office runs a similar program for the Active Duty and Reserves. I requested and they (BSU Housing) graciously accepted my offer for the BSU to keep track of AUX members impacted by specific events (fires, evacuations, earthquakes, etc). Utilizing input from AUXDATA and Microsoft Map Point, the BSU plots the addresses of all personnel (Active, Reserve, and now Auxiliary). The BSU plots an overlay of the evacuation zones and compares that to the plotted addresses and within moments they can visually see who is impacted. From there notifications to local commands and the Auxiliary Chain of Leadership are made to verify impacted members' needs are met. During the initial merge of AUXDATA information into the program there were nearly 200 Auxiliary personnel that had faulty data. The errors included wrong zip codes, wrong addresses, misspelled address, etc. I need each member to verify that his/her contact information in AUXDATA is correct. Verifying your contact information is correct will ensure your Chain of Leadership can meet your needs and aid you to safety during an emergency.
3. On 28 Sep 09, the ISC transitioned to the new the new Logistics Model. The ISC was divided into four parts.
  - a. BSU – Base Support Unit – Facilities, Supply, Food Service, Port Services, Landlord
  - b. PSSU – Personnel Services and Support Unit – Servicing Personnel Office, ID cards, vehicles decals, and Housing
  - c. HSWL – Health Safety and Work-life – Medical and work-life staff
  - d. ISA – Industrial Support Activity – Vessel repair, engineering items other than facility activities
4. I was fortunate to participate in a phone-con between RDML Castillo (D11 (d)), CDR Maguire (D11 (dp)), and CDR Chareonsuphiphat (D11 (dpa-n)). The purpose of the brief was to give RDML Castillo an overview of NACON. CDR Chareonsuphiphat with input gave a presentation on the value of the Auxiliary. The Admiral was impressed and knows that the value of the Auxiliary is Priceless. On conservative estimates for every CG dollar that goes towards the Auxiliary, the nation gets \$10 back. Pretty incredible return on investment. You are all doing a fantastic job saving lives, assisting boaters, protecting property, conducting vessel safety checks, and participating in nearly all of our CG Missions. During the phone-con the Admiral stated he will be coming out with his Commander's Intent and wants the Auxiliary to focus on Vessel Safety Checks and ensuring that we have educated boaters.

Thank you for your service and I look forward to working with all of you as your Director.

# OUR ROLE IN TRASH CLEAN-UP

By Debi Johnson, District Staff Officer – Marine Safety

For those members participating in trash pick-ups or clean-ups along beaches or inland waterways, there are several important concepts to understand:



- 1) Our role in the Auxiliary is to "observe and report" - not to become the clean-up crew. A simple trash and debris pick-up is fine, but when we encounter drug remains and/or paraphernalia, large containers or bags of hazardous or unidentified materials, oil containers/spills of any size, it becomes our responsibility to gather information that can be reliably used by the appropriate agency to take necessary steps to contain the material, safely clean it up or mitigate ongoing crime.

My contention and concern is this: the Auxiliary is not in the business of identifying types of hazardous material spills/dumps and cleaning them up, per the limitations placed on our activities by order of the Commandant - this could potentially place our members in harm's way out of ignorance (albeit good intentions) and precipitate an even bigger problem: spread of truly hazardous material, health hazards to members and others, contamination of a crime scene, etc.

While I appreciate the economies of "just doing it", we do not have the necessary knowledge and expertise, proper equipment or permission to do environmental clean-ups which involve oil spills of any size, other hazardous materials, or illegal drug remains.

- 2) If members encounter drug remains or paraphernalia, it should be left in place, photographed, notes taken including date and time, a GPS location logged and the proper law enforcement authority having jurisdiction in that area notified. The place may represent a single incident or multiple incidents that could be tracked, and any disturbance of the scene or items in the scene could destroy evidence that could help authorities to ID perpetrators and perhaps catch them.
- 3) The same holds true for hazardous materials being dumped in the environment - or perhaps even being "stashed" for later use (a bag of ammonium nitrate could produce a lot of explosive devices when properly combined with other materials for example) - the location should be noted with GPS coordinates, the area photographed, notes taken and all information forwarded to the national response center - the center will contact the appropriate local authorities to investigate and perform appropriate clean-up or mitigation using proper tools and methods.
- 4) For members doing these types of activities, there are two online FEMA courses that would greatly benefit: 1) IS 5 - Introduction to Hazardous Materials and 2) IS 55 - Household Hazardous Materials - A Citizen's Guide.

These two courses carry enough information to allow Auxiliarists to conduct informed MEP activities in a safe manner, i.e., stay upwind and upstream of unidentified materials - do not touch, sniff, etc. - photograph, take notes and make that call!

# OUR ROLE IN TRASH CLEAN-UP

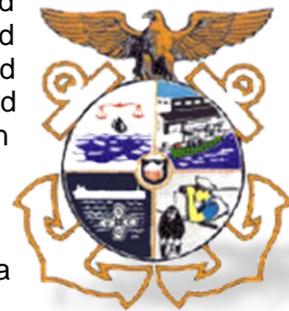
Continued

There are plenty of horror stories about well-intentioned individuals who try to do "the right thing" by attempting to clean-up or remove an environmental hazard or potential pollutant - and end up either sick or dead because they didn't follow basic safety precautions.....not to mention spreading the contamination further, thereby multiplying the problem.

- 5) ANY oil spill is reportable - mandated by federal law - to the national response center - which will then call the closest local agency with appropriate investigative knowledge and capability to assess the situation and mitigate it - in a safe manner without further risk to the environment.

One quart of oil can contaminate 8 acres of land or water - that's 32 average residential yards! And it doesn't just contaminate the land area that you see - it seeps downward and affects the water table - then spreads horizontally within the table as seen on water moving through the soil or along an aquifer. We cannot clean that up - and that is of concern to the EPA and - where it affects any federal waterway - to the Coast Guard as well.

I heartily applaud the efforts of Auxiliarists who are taking the time and trouble to clean up simple trash and debris along our waterways and tributaries - they are helping to prevent future pollution and contamination of our waterways, and that is one of the Coast Guard missions supported by "M" activities. But we need to exercise caution and common sense about the kinds of materials we encounter and our ability/knowledge level to deal with them - we serve the Coast Guard best by staying safe, and living to "fight another day" - by following the directions of our Commandant to "observe and report" we truly are a force multiplier rather than part of the problem or the next victim.



Thank you all for your service to the Coast Guard in "M" areas - you make a huge difference - please do so safely and wisely!

Please Tune-In for the  
Administrative NET  
Each Tuesday  
1930 Hours  
Important Announcements  
from the DCO & Select DSOs.

FOR THE U.S. COAST GUARD  
AND COAST GUARD AUXILIARY

# USCG AND MARINA DEL REY DAY 2009

By Bert Blanchette



(Above) USCGC Halibut comes alongside the dock, Auxiliarists stand by.

Marina Del Rey, Calif – The US Coast Guard Auxiliary was tasked with the organization & execution an event called “Discover Marina del Rey Day”. Though the day was comprised of several events, the Auxiliary was responsible for the coordination of the on the water demonstration. The day’s activities included participation from the LA County Fire, LA County Sheriff, LA County Life Guards, the USCGC Halibut, and a Rescue HH-65 from USCG Air Station Los Angeles.

Captain Laferriere (Commander of Sector Los Angeles/Long Beach) made the comment on more than one occasion of the efforts of the Auxiliary, commending many on a job well done.

Barbara DeCuir (Incident Commander), Eric DeCuir (Planning Section Chief) and Jeff Piolet (Logistics Section Chief) utilized the Incident Command System during the planning and execution of the event. This clearly demonstrated that the Coast Guard Auxiliary is capable to take command of an “activity” from inception to successful conclusion.

The Coast Guard and the services they perform were a focal point of the day along with co-lateral cooperation with the other Marina Del Rey agencies. All of the participating agencies operated under the direction of the Auxiliary Command, down to the positioning of the other agency assets in and around the demo area.



(Above) Auxiliary facility XS Tech motors past.



(Above) Auxiliarist Constantine Metlinos aboard his PWC facility. .

The efforts of the members of D11SR involved in the day’s events showed both pride and professionalism, representing the best the Auxiliary has to offer.

# GOLF CART PARADE

By Doug Kroll, Flotilla 11-10

*Palm Desert, Ariz* - An estimated 15,000 parade-goers lined the El Paseo parade route in downtown Palm Desert on Sunday afternoon, October 25<sup>th</sup>, during the 45<sup>th</sup> annual Palm Desert Golf Cart Parade. Leading the seventy-five entries, which included over 100 whimsically decorated golf carts, eight bands, floats, businesses and organizations that participated in this year's event was the color guard from Flotilla 11-10 (*The Desert Guardians*). Heather Hayes, Terry Kinsella and Doug Kroll from our flotilla, along with Dennis Burdo of Flotilla 11-11 made up the color guard.



The parade originated in the early 1960s and has grown to its current size of whimsically decorated golf carts, marching bands and dance groups. This may have been the first year that a color guard led the parade! Float builders competed against one another in various categories for trophies.

This year's parade theme was "Playground of the Stars" and included James MacArthur who starred in Disney's *Swiss Family Robinson* and *Spencer's Mountain*, as well as in the "Hawaii 5-O" television series as Dan Williams ("Book 'em Danno").

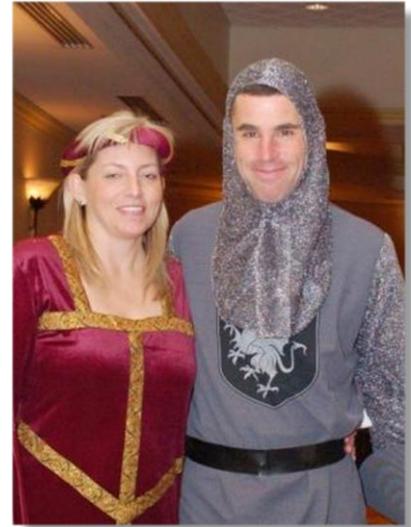
The sweepstakes winner for floats was entitled "Playground of the Stars of Tomorrow" and included a replica of a NASA space shuttle angled skyward toward the stars.

Three local TV stations covered the parade, as well as numerous live radio broadcasts before/during/after the event



# DISTRICT CONFERENCE – FUN & GAMES

Photos by: Roy Berrios, ADSO-PB



# DISTRICT CONFERENCE – DOWN TO BUSINESS

Photos by: Roy Berrios, ADSO-PB



# U.S.C.G. AUXILIARY DIVERSITY POLICY STATEMENT

By COMO Nicholas Kerigan, National Commodore, USCG Auxiliary

The United States Coast Guard Auxiliary's policy on Diversity in all its aspects is essential to accomplishing our mission to being the volunteer organization of choice. We value and appreciate all of the differences in views, perspectives and varied experiences that are part of our diverse membership.

As members of Team Coast Guard we are committed to providing an inclusive environment where everyone feels valued and respected. We recognize that members from different backgrounds and abilities can bring fresh ideas and innovations to this organization.

Diversity enriches our organization. It enables us to benefit from a pool of different skills and helps us to move beyond any preconceived notions while serving our diverse communities.

We are committed to this policy that fosters an atmosphere to recruit and retain all citizens from our diverse society and provides them with the opportunity to become contributing members of America's Volunteer Life Saving Force.

We are committed to creating and maintaining a diverse, inclusive environment as an ongoing journey of continuous action, a journey guided by the deeply held values of Honor, Respect and Devotion to Duty as America's Guardians, "The United States Coast Guard Auxiliary.



*Nicholas Kerigan*

Nicholas Kerigan  
National Commodore, U.S.C.G. Aux.

# DIRAUX UPDATE

By CDR Greg Matlin, Director Auxiliary, District 11 South



It has been a busy few months since our last publication. We hired a new Auxiliary Affairs Specialist, Leslie Pelosi, FC 04-08. We had Thanksgiving and Holidays followed by our highly successful District Conference. I attended a District 11 Prevention Conference where I presented along with D11 North DIRAUX a presentation on the value of the Auxiliary. It was well received and throughout the conference, other presenters talked about the Auxiliary's contribution to their commands (Air Stations, Sectors, Towing Vessels, Inspections, etc). Additionally, I have attended a number of Division Change of Watches, attended the Colorado River Law Enforcement Association Meeting, participated in NTRAIN in beautiful St. Louis, and took part in an Auxiliary breakfast with VADM Currier, who is the Coast Guard Chief of Staff.

The common thread for all these meetings was "SUCCESS THROUGH PARTNERSHIP". All agencies are trying to leverage their partners to succeed. The Auxiliary is a huge contributing partner. With ongoing budget cuts throughout the public and private sectors, the value that the Auxiliary provides to the public has increased. Your work is becoming more and more relevant. All federal, state, and local agencies have noticed the Auxiliary's contribution to recreational boating safety. (County Sheriffs, State Governments/BLAs, Coast Guard, etc). Your efforts and presence on the waterways are preventing accidents and ultimately saving lives. Congratulations and keep up the great work.

A couple of notes from NTRAIN and my various meetings:

1. Auxiliary In-port OOD. It does not appear that the Auxiliary will have the authority to stand in-port OOD.
2. The Chief Director's office stated the new Auxiliary manual will be out in late Summer or Early Fall of this year. There will be limited paper distribution. It will be distributed via CD or via their website.
3. CG Mandatory Training for the Auxiliary will most likely hit the street in 2011. It is on hold for now because of the Auxiliary's access to the CG Learning Portal. The classes are Sexual Harassment and Assault Prevention, Privacy Awareness, Security Education and Training Awareness, Influenza (one time), and Information Systems Security.
4. NACON – August 24-29 in Scottsdale. I encourage everyone to attend. Should be fantastic. It will be at Marriott's 5 star hotel (Camelback). \$89/night and they are offering the rate 3 days prior and 3 days after NACON. Book early as rooms are going quickly. Additionally, our Public Affairs Department for D11SR is putting together a promotional video for NACON to highlight what we do within our region. If you have video or stills that might be valuable to this project, please contact Kirk Scarborough. The video once completed should be a great recruiting tool for our region.
5. There won't be any national or area SAR competition.
6. Chief Director's office is looking at new courses for AUXOP. Don't have details, but the thought is there will be some core courses plus elected courses in order to obtain pin.
7. AUXNAV is a requirement to take AUXSCE. In regards to 'C' schools, Flotilla Commanders along with DIRAUX office will be looking closely at 'C' school requirements. If a person doesn't meet the eligibility requirement, their request will be denied.
8. Your national staff is looking to partner with the NFL to offer a number of free boating safety courses to NFL players. In return, the auxiliary is looking for them to do a number of PSAs and to get visibility for the Auxiliary.
9. This year our DIRAUX budget to support the Auxiliary was \$1K less than last year. Based on the economy and what our Senior CG leaders are stating, future year budgets will be less. Nobody knows for sure what the cuts will look like, but only state that each and every service will have to look for more efficient ways to operate. Our senior leaders are stating they won't sacrifice capability, but what they will sacrifice is capacity. I urge you to put in your hours and for the leaders out there, follow up with your members to ensure they put in their hours. The data brings relevance to what you do and that relevance can lead to a better budget.

Remember, "SUCCESS THROUGH PARTNERSHIP". Thanks for your service and look forward to seeing you at a Division Change of Watch or on the water.

# INTRODUCING THE NEW 7029

By Daren Lewis, Division Commander (DCDR) Division 7, District 13

DEPARTMENT OF HOMELAND SECURITY U. S. Coast Guard ANSC-7029H (01/10)		U. S. Coast Guard Auxiliary <b>Member Activity Form</b>		Division ____ Flotilla ____
Use this form to report activity not reported on any other AUXDATA form. Month _____ Year _____		AUXDATA Use Only		
Section 1 – Member Information				
Member ID	Last Name and Initials			
Section 2 – Activity Information				
MISSION CODES	MISSION DESCRIPTIONS			TOTAL HOURS FOR MONTH
99-A - AUXILIARY LEADERSHIP	Report all time spent by elected and appointed staff performing National, District, Division, and Flotilla position duties. This includes all time spent for preparation and travel for these duties.			
99-B - RECREATIONAL BOATING SAFETY (RBS) SUPPORT	Report all time spent in RBS Support that is not otherwise reported on a 7030, 7038, 7039, or 7046. This includes all time for preparation and travel in support of missions reported on 7030, and 7038.			
99-C - MARINE SAFETY (MS) SUPPORT	Report all time spent in MS Support that is not otherwise reported on a 7030 or 7038. This includes all time for travel in support of Marine Safety and Marine Environmental Protection.			
99-D – TRAINING SUPPORT	Report all time spent in Training Support that is not otherwise reported on a 7030 or 7039. Any hours spent as a Trainee, other than attending a workshop, should be reported here. This includes all time for preparation, study, homework, and travel regardless of the level of training.			
99-E – AUXILIARY ADMINISTRATIVE/LOGISTICAL SUPPORT	Report all time spent for Auxiliary and CG Support missions not otherwise reported on any other form or any other Mission Code above. Include all time working on committees or attending meetings (if you are not an elected or staff officer.) This includes all time for preparation and travel.			
Section 3 – Non-Reimbursed Expenses: Please list the total number of unreimbursed miles that you drove and the amount of any unreimbursed expenses required for all of your reported Auxiliary activity during this reporting period:				
Total Miles: _____		All Expenses: \$ _____		
Date Submitted: DD \MMM\YYYY		Log Number: (Optional) _____		
Previous Editions are Obsolete		Copy 1 Member <a href="#">Print Form</a> <a href="#">Clear Form</a>		

Recently the Auxiliary announced a replacement for our ANSC 7029 form. This form is the catchall form for hours not reported in other places and often accounts for the majority of hours reported by members. But it isn't the form that is important rather it is the change in philosophy form represents. Personally I've been less than satisfied having so many of the hours I contribute to the Coast Guard lumped as administrative – it simply did not represent the complexity and value of some of the work undertaken, be it leading my Flotilla or studying to pass Navigation Rules.

- This work is now broken into 5 categories.
- 99-A Auxiliary Leadership
  - 99-B Recreational Boating Safety Support
  - 99-C Marine Safety Support
  - 99-D Training Support
  - 99-E Auxiliary Administrative and Logistical Support

These categories give the Auxiliary a much better understanding of how we spend our time and gives the Coast Guard much better data to use when

seeking funding for our activities from the Executive branch and Congress. Perhaps more importantly, this approach will give you as a member a better understanding of how you use the time you contribute to the Auxiliary and the Coast Guard. In future you'll be able to view your member record and see those 60 hours of class participation and study time it took to become crew qualified.

You can also list any non-reimbursed mileage and out of pocket expenses related to your Auxiliary activity.

The tradeoff could have been additional complexity in the record keeping... but the team on the National Staff did the opposite and simplified the reporting so you only report your total hours in each of the 5 categories rather than reporting each activity separately as on the previous form. This is a welcome focus meeting our organizational objectives while at the same time improving the member experience.

DEPARTMENT OF HOMELAND SECURITY U. S. Coast Guard ANSC-7029H (01/10) Page 2 of 3		U. S. Coast Guard Auxiliary <b>MEMBER ACTIVITY WORKSHEET (FOR OPTIONAL USE)</b>					
Section 1 – Member Information:							
Member ID	Last Name and Initials						
Section 2 – Activity Information							
Item:	Date DDMM	MISSION DESCRIPTION	HOURS PER MISSION CATEGORY				
			99A	99B	99C	99D	99E
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
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19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							
31							
Total Hours			0	0	0	0	
Section 3 – Non-Reimbursed Expenses: Please list the total number of unreimbursed miles that you drove and the amount of any unreimbursed expenses required for all of your reported Auxiliary activity during this reporting period:							
Total Miles: _____		All Expenses: \$ _____					
Date Submitted: DD \MMM\YYYY		Log Number: (Optional) _____					
Previous Editions are Obsolete		Copy 1 Member					

# INTRODUCING THE NEW 7029

Continued

The leaders and staff responsible have my thanks, Bravo Zulu.

I encourage you to continue to track your time, by whatever method works for you. There is a second, optional page in the 7029 which looks similar to the old form. I have a simple alternate technique which I will share at some point in the near future.

As a Nation we are in a period where resources are tight. There is no better value to the Nation than the Coast Guard Auxiliary. We can't prove that if you don't submit your time. It's easier than ever. If you regularly turn in your 7029s please start using the new form for January. If you've gotten behind on your reporting please consider the New Year and the new 7029 as an opportunity to get started.

**New member note:** Most of your activities as a new member will be reported on this new 7029 form. All your meeting attendance, preparation of membership forms, ICS training, and working with your mentor will be reported here. Please be sure to discuss time reporting with your mentor, it is critical to assure we get financial support for the Auxiliary and to assure your contributions are recognized.

Visit <http://forms.cgaux.org/forms.html> for two useful versions of this form.

New 7029 - with instructions

New 7029 - without instructions (recommended after you have read and understood the instructions)

There is also a video available for you to view regarding the new 7029 at

<http://forms.cgaux.org/7029video.html>

This video may help many to understand the reasons for the changes and can be a great tool at your next flotilla meeting.

ANSC FORM 7029 (1-2010) INSTRUCTIONS  
Page 3 of 3

**MEMBER ACTIVITY Worksheet**

**GENERAL**

1. This form is used to log all prep and travel time for missions shown on 7030, 7038, and 7039 and any hours that are not defined and reportable on those forms.
  - a) ANSC 7030 – Activity Report – Mission (For all air, boat, and radio resource missions and approved UNIT missions not shown in paragraphs b through c below.) (See para 3 for Extended Functions reported on the 7030.)
  - b) ANSC 7038 – Activity Report – Vessel Examinations
  - c) ANSC 7039 – Workshop Attendance Report
2. Enter your daily total for each mission type.
3. **EXTENDED FUNCTIONS:** When an Auxiliarist is assigned to duty, whether implicitly or under orders, and is engaged in an authorized activity that supports Coast Guard missions including member training, administrative, travel, and preparatory activities, the Auxiliarist may claim such effort to the nearest whole hour. With respect to Temporary Additional Duty (TAD) assignments (e.g. - travel under orders to Auxiliary meetings, conferences, schools), the assignment to duty period begins upon departure from the Auxiliarist's home and ends upon return presuming no diversions for leave or personal business. As a simplified example, an Auxiliarist who lives in Orlando, Florida and travels to Petaluma, California, attend an Auxiliary C-school, may claim all activity hours from the time they depart their home in Orlando, travel directly to the airport for their flight, fly directly to Petaluma, attend school, fly directly back to the airport, and travel directly back to their home. Hours spent sleeping and neither in class nor studying may still be claimed because the nature of their activity requires their presence away from home and is part of their defined TAD period. Unless in uniform and in the presence of their facility, Auxiliary unit, or Coast Guard unit, Auxiliarists who make themselves available to recall by an Order Issuing Authority (OIA) may not claim the time they are awaiting a potential call. For example, an Auxiliarist who has informed an OIA that they will respond to a call-out during a heightened period of readiness (e.g. - a period of hurricane preparedness), but who may otherwise go about their personal business, may not claim the hours awaiting call-out. If called to respond, the Auxiliarist may claim the hours from the time they proceed to respond, are engaged in the mission, until they resume their personal business.

**DIVISION-FLOTILLA – Enter your two digit division and two digit flotilla number.**

**SECTION 1 – MEMBER INFORMATION**

1. Enter month and year for hours being reported. (Page 1 only.)
2. MEMBER ID – Enter your 7-digit member ID number.
3. NAME – Enter your last name and initials as currently listed in AUXDATA.

**SECTION 2 – ACTIVITY INFORMATION**

1. Date: Enter the date of the activity. (Page 2 only. Enter dd/mmm; Jan 01, 2010 - enter as 01JAN)
2. MISSION DESCRIPTION: Enter a brief description of the mission.
3. HOURS PER MISSION CATEGORY - Enter the hours for each mission listed (99-A through 99-E) that has not been previously reported on any other form. (Whole hours only.)
  - 99-A - AUXILIARY LEADERSHIP: Report all time spent by elected and appointed staff performing National, District, Division, and Flotilla position duties. This includes all time spent for preparation and travel for these duties.
  - 99-B - RECREATIONAL BOATING SAFETY (RBS) SUPPORT: Report all time spent in RBS Support that is not otherwise reported on a 7030, 7038, 7039, or 7046. This includes all time for preparation and travel in support of missions reported on 7030, 7038, and 7046.
  - 99-C - Marine Safety (MS) Support: Report all time spent in MS Support that is not otherwise reported on a 7030 or 7038. This includes all time for travel in support of Marine Safety and Marine Environmental Protection.
  - 99-D - TRAINING SUPPORT: Report all time spent in Training Support that is not otherwise reported on a 7030 or 7039. Any hours spent as a Trainee, other than attending a workshop, should be reported here. This includes all time for preparation, study, homework, and travel regardless of the level of training.
  - 99-E - AUXILIARY ADMINISTRATIVE/LOGISTICAL SUPPORT: Report all time spent for Auxiliary and CG Support missions not otherwise reported on any other form or any other Mission Code above. Include all time working on committees or attending meetings (if you are not an elected or staff officer.) This includes all time for preparation and travel.

**SECTION 3: NON-REIMBURSED EXPENSES:** List total miles driven and any expenses for tolls, parking, meals and lodging that you were NOT REIMBURSED for.

**DATE SUBMITTED:** Enter the current date in DDMMYYYY format (01JAN2010)

**LOG NUMBER:** This area is available for member use and is not entered in AUXDATA.

# HAZMAT AWARENESS – MEP MISSIONS

By Debi Johnson, District Staff Officer – Marine Safety



One of the many Marine Environmental Protection missions available to Auxiliary members is 70N – Sea Partners/Environmental Protection – which includes, but is not limited to, “conducting or assisting in the National Debris Monitoring program, including coastal and inland waterway cleanup activities.....and any activity pertaining to the protection of....habitats on coastal and/or inland waters....” (Instructions for 7030 form, page 6).

This description carries the inherent recognition that both point source and non-point source pollution of the habitats along inland waterways contribute to the contamination of those inland waterways, many of which may ultimately connect to large river systems with outfall into the oceans. In addition, rainfall facilitates subsurface seepage of water-soluble pollutants as well as those that can be carried in suspension, resulting in potential contamination of both ground

and ground water supplies, sometimes at great distances from the original site of the problem. The pollution may also be invisible contamination of the air in the area where the problem exists, making it unsafe for animals and humans.

Despite good intentions, picking up trash and debris is not as simple as it sounds; we are charged with executing our Coast Guard support missions in a safe and professional manner. Education and awareness are our greatest safety tools when conducting trash/debris cleanups along coastal and inland waterways. When we are involved in this type of mission, we need to understand and practice the following concepts, as required by Coast Guard and Auxiliary policies and guidelines.

Hazardous substances/materials include oil, chemical, biological, radiological, nuclear and explosive (CBRNE) materials, all of which are harmful to living organisms and the environment. Some pollutants, such as ammonia and Clorox, release deadly poisonous gases when combined, which can occur with container proximity and damage. Continuous dumping of material that includes organic waste will result in bacterial decomposition that may produce methane gas – it is heavier than air, builds up in low depressions thereby pushing out oxygenated air and is highly explosive. If there is an odor of fecal waste in a dumping area, methane gas is present – any ignition source, including cigarettes, matches, lighters or even a shovel creating a spark against a rock, can produce an explosion. Ammonium nitrate – a common fertilizer – can produce explosive material when combined with other substances, especially if heated by the sun. The list goes on..... Many things are dumped in our environment that, by themselves, may be relatively safe, but when dumped in proximity to other substances, including water, or in an area exposed to the elements, will produce pollutants that are harmful to the environment and living things in that habitat or downwind, downhill and downstream.

So....when conducting simple trash/debris cleanup projects, how do we recognize hazardous substances/materials? Let “COMPASS” be your guide:

- C** – Containers – type, material and shape may indicate material inside
- O** – Occupancy/location – are there occupied structures nearby indicating the presence of humans who might be harmed by the hazard?
- M** – Markings, colors – does the object have skull and crossbones indicative of poisonous substances or other colors/markings indicating a hazard?
- P** – Placards/labels – are there hazardous material placards or labels visible?
- A** – Appearance – does there appear to be damage/leakage that would allow the substance/material to come into contact with the environment?
- S** – Shipping papers/MSDS (Material Safety Data Sheets) – are papers present and visible? Can they be safely read using binoculars?
- S** – Senses – what do you see, hear and/or smell? **DO NOT taste or touch!**

It is very important for us as Auxiliarists to understand our position and role in cleanup activities – we are **First Responders at the Awareness Level** (29 CFR 1910.120 [q] [6] [I]) – we are not Operational First Responders! Those members who hold the Trident Assistant Pollution Investigator or Assistant Pollution Response Specialist Performance Qualification Standards **may** be asked to **assist** USCG Pollution

# HAZMAT AWARENESS – MEP MISSIONS

Continued

Investigators or Response Specialists in their work responding to a HAZMAT report but **will not** be tasked with leading such an activity. A First Responder at the Awareness Level is someone who is likely to witness or discover a hazardous substance release and who can initiate notifying authorities but take no further action.

What resources are available to us to assist in the performance of this duty? The 2000 DOT Emergency Response Guidebook white section contains information on keys to response, how to contact the National Response Center, placard identification for all classes of hazards and is available in pocket size for field use – so is the USCG Incident Management Handbook, which discusses oil spills in Chapter 19 and HAZMAT incidents in Chapter 20. The National Fire Protection Association 704 Placard System is presented in the Initial Introduction to Marine Safety course study guide (IIMS), available on the Trident Program webpage on the National Auxiliary website. In addition, and very beneficial for Auxiliarists wishing to participate in waterway/environmental cleanup activities, the FEMA Emergency Management Institute website ([www.training.fema.gov](http://www.training.fema.gov)) provides access to two online courses covering HAZMAT: 1) IS 5.a – Introduction to Hazardous Materials and 2) IS 55 – Hazardous Household Materials – A Citizen's Guide. **I would strongly urge any members participating in cleanup activities to take both of these courses in order to recognize a hazardous substance/material situation during a cleanup and respond appropriately.**

What is an “appropriate response”? If you encounter an oil spill or hazmat situation during a waterway cleanup, the cleanup can continue around the questionable materials and area, **but not within it**. For the affected area and materials, our job is to Observe and Report only. **ALL** oil spills are reportable **by Federal Law** to the National Response Center which will contact the most local response agency to investigate and mitigate the spill. We need to use common sense in dealing with oil spills – if you know that a small container actually does contain oil, is still leaking, and you can **safely** remove it to prevent further leakage, then the appropriate action would be to photograph the location before removing the container, get a GPS reading, take notes, contact the NRC and then remove the container for proper disposal.

If you encounter any other HAZMAT situation, the appropriate response is to be sure that your group is safe (upwind, uphill and upstream) and stays safe, photograph the area, take a GPS reading, gather as much information as you can in a safe manner and notify local law enforcement authorities, who will call in the proper response agency. If the situation represents a significant danger to life, property or public safety, call 911. Remember – these sites may represent crimes that the local law enforcement agency will want to investigate – if you walk through or tamper with such a site, you may destroy evidence that could assist in solving the crime or leave false evidence (footprints or other added materials) that could hamper the investigation.

Your information should include answers to the following questions: 1) What has spilled? 2) How much has spilled? 3) Where is it? 4) How fresh is it? Your response needs to include: 1) Safety – stay upwind, upstream or uphill at a safe distance, 2) Isolate the area by denying access and setting a safe perimeter if possible, 3) Notify the proper agency (911, National Response Center or local law enforcement) and follow their directions, and 4) fill out an ICS 210 form if possible to give to the responding agency – it puts them ahead of the game in executing their response.

**Your Job:** 1) Know your level – First Responder at the Awareness Level; 2) Understand your role – Observe and Report only; 3) Know your limits – USCG and Auxiliary policy and guidelines, Commandant's policies. Follow established guidelines! Be sure you have Assignment to Duty, a means of communication, work in pairs or groups, have proper equipment and plenty of water. These cleanup activities make an important contribution to the health and safety of the general public and our environment - have a good time supporting Coast Guard missions, but above all, **STAY SAFE!**

Some of the material presented here is taken from the Thrills, Spills and Chills Workshop presented at NACON by Karel Kester, DVC-MO (Division Chief, Communication and Education, Prevention Department); this workshop is available to District Divisions upon request to the DSO-MS.

# COMMUNICATIONS EXCELLENCE

By Bret Fendt, District Staff Officer - Publications



On Monday, 29 March 2010, five members from District 11SR were awarded the Coast Guard Meritorious Team Commendation Award by CDR Cary Porter, Commanding Officer of CAMSPAC (*United States Coast Guard Communications Area Master Station Pacific*) Point Reyes, California and Communications Station Kodiak, Alaska.

These five men contributed service to the US Coast Guard from 01 October 2007 through 28 February 2010, contributing in part over 10,560 hours of service monitoring the many Marine Safety Broadcasts issued by CAMSPAC. Using personally owned equipment they worked diligently to ensure broadcasts adhered to stringent standards of timeliness, signal strength, signal quality, and content.

These five men represent true dedication and service that represent the very best of District 11SR and the USCG Auxiliary.



(Above) LT Chris Fox, OPS Boss at CAMSPAC, William Scholz, Philip Malouf, Lloyd Simmons, John Olson, CDR Cary Porter, Commanding Officer, CAMSPAC. Also in attendance but not in the photo are CDR Greg Matlin, DIRAUX 11SR and CWO2 Tommy Kron, OTO 11SR.

Clearly demonstrated countless times during their service, it was late in February 2010 that the team answered a call to action in a time of crisis. This award recognized their unwavering service and dedication.

This is best described in the Citation itself:

*...On 27 February 2010 auxiliary personnel responded to a massive earthquake near Chile that generated a Pacific Wide tsunami. Immediately after the earthquake, PACIFIC AUXMON stood up personnel and equipment. Without prompting, your dedicated professionals began actively scanning for mariners in distress and prepared to assist COMMSTAs Honolulu and Kodiak in case their operations were impacted. The dedication, pride and professionalism display by the Pacific Area Monitoring Team reflects positively upon each member, the United States Coast Guard and Coast Guard Auxiliary.*

*For the Commandant  
Signed CAPT Gary S. Spenik  
U.S. Coast Guard*

*Chief, Pacific Area Command, Control & Communications Division*

**Bravo Zulu PACAUXMON Team!**

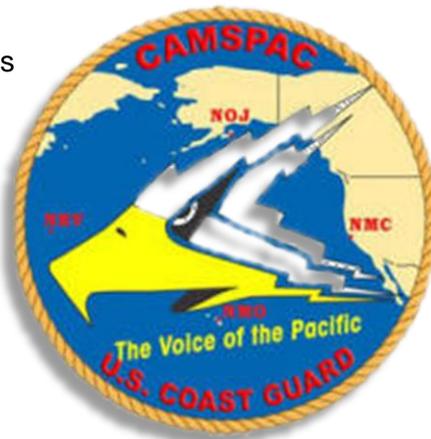
# PACAUXMOM

By William Scholz, Assistant District Staff Officer - Communications

## Are you Looking for a Mission within the Auxiliary?? Do you Want to make a Contribution to Maritime Safety?? Are you a "Comms" person??

If you can answer "YES" to all of the above, the CG AUXCOMMSYS (Auxiliary Communications System) and Communications Area Master Station Pacific (CAMSPAC) has an opportunity for you to be a member of an elite USCG Auxiliary team which is a key part of the USCG's Communications community!

CAMSPAC is responsible for transmitting, via radio, multiple kinds of weather and safety of life information for the use of mariners in the Pacific Ocean basin. Transmitters for these broadcasts are located in Pt. Reyes CA, Honolulu HI, Kodiak AK, Guam, Astoria OR, and Cambria CA. There are 69 separate broadcasts scheduled in every 24 hour period, 365 days a year which add up to more than 100 hours of transmission every day. The information sent includes weather maps via facsimile, weather forecasts in text form, "notices to mariners", safety of navigation alerts --- all critical for the continued safety of those who travel on the sea whether for recreation or for commerce.



At the beginning of 2007, CAMSPAC and the AUXCOMMSYS established a program called PACAREA Auxiliary Monitoring (PACAUXMOM) whose mission it is to provide continuous monitoring of all the marine safety information broadcasts. This program was an extension of one already in place serving CAMSLANT in Chesapeake, VA. The purpose of this monitoring is to ensure the highest possible level of reliability, accuracy, timeliness and coverage for reception of these broadcasts throughout the Pacific Ocean basin. The PACAUXMOM program is officially authorized in a message referred to as "PACCOMMSYS PCS 12, 01/09 -- SUBJ: CG AUXILIARY COMMUNICATIONS" and has been approved by the CGAUX National Executive Committee. Since its inception, PACAUXMOM stations have contributed more than **13,300 hours** of monitoring services in support of CAMSPAC.

PACAUXMOM service is not for everyone because of the requirements. Here they are:

1. Station owner/operator must be "comms" qualified (TCO Personal Qualification Standard).
2. Station must be approved and accepted for use as an Auxiliary Communications Unit.
3. Station must be capable of receiving on both medium frequencies and high frequencies.
4. Station must have the ability to decode specific digital transmissions via computer and have reliable email access
5. Station must pass a reception test.
6. PACAUXMOM stations must commit to providing a minimum **of 12 hours of service PER MONTH.**
7. Approval of a PACAUXMOM station is at the sole discretion of the Commanding Officer, USCG Communications Area Master Station Pacific (or designee).

More details and an application package are available from William Scholz, AUX Support Coordinator, USCG CAMSPAC by email request to [William.H.Scholz@uscg.mil](mailto:William.H.Scholz@uscg.mil)

# PADDLESPO RTS AMERICA – NOW AVAILABLE

By Anne Lockwood, Department Director - Education

Celebrate the arrival of spring by launching the 2010 boating season teaching the new **Paddlesports America** course to our newest budding audience – novice canoeists and kayakers. It is **NOW** ready and available for **ORDER** as an Auxiliary approved course.

Materials may **NOW** be ordered through the District's normal ordering procedure. The order number is 1PA-10150. Supporting materials – PowerPoint Presentations and Chapter Summaries – are available for download on the E-Library Resource Center. The direct link is: <http://www.cgauxed.org/paddle.htm>

The course has been added to the 7023 Form – Intent to Teach as code – PA. When submitting the final Course Completion on Form 7030, the mission code for **Paddlesports America** is 14J.

Reach out and help save the lives of all recreational boaters by including the kayakers and canoeists.

## PROCLAIMING NATIONAL SAFE BOATING WEEK

By Harriet Howard, Special Assistant for NSBW

The first National Safe Boating Week Proclamation was signed by President Dwight Eisenhower in 1958, specifying the week including July 4th as National Safe Boating Week. In 1995, the date was changed to the seven day period immediately prior to Memorial Day.

This year NSBW will be celebrated May 22-28.

Thirty to 45 days before the annual event, contact your governor, mayor or other dignitaries to request them to sign a National Safe Boating Week Proclamation. Follow up with a letter or phone call to the politician's staff as a reminder. Ideally, the Proclamation should be presented during the week of May 22-28.

The National Safe Boating Council is offering us a sample NSBW Proclamation to download from their campaign website: [www.safeboatingcampaign.com](http://www.safeboatingcampaign.com). Go to the "Communications" category on the "Site Index" and click on "Proclamation". Adapt the document to fit the needs of your particular community. Request the elected official to fill in the blank and sign it. In the Proclamation, stress the importance of taking a boating safety class, getting a vessel safety check and above all, wearing a life jacket when aboard.

Remember to post your PA events and planned NSBW activities on the campaign website. Also, please send me your brief write-ups and photos of your NSBW events by June 10th, at [harriethoward@speakeasy.net](mailto:harriethoward@speakeasy.net). They may be considered by the editor of the Navigator for inclusion in the NSBW issue. Be a star in the Auxiliary firmament.



# NEW MEMBER PHOTO REQUIREMENTS

On November 1st, 2009, DIRAUX began requiring that all New Member applications sent to this office, be accompanied by a **Photo of the New Member being processed**. Applications that are not accompanied by a photo will be held from processing until such a photo is received. The process has always required that a color photo with a red background be sent to DIRAUX along with the new member forms; however this process has not been monitored as closely as it is now.

The responsibility of photos rest with the Flotilla FSO-PS officer.

The PSI screener tech will use the **DIRAUX to SECCEN List0909.doc** check off list as their guide; this check-off list will accompany all new member applications. The screeners will indicate on this form, who, the person taking the photo is and their member #.

If we do not receive the **DIRAUX to SECCEN List0909.doc** form along with the new member form, the new member form will not be processed until such form is filled out and sent to DIRAUX. Photos shall either be in the form of an electronic digitized copy, or a minimum of a 4 in X 4 in, color photo with a **RED background**. Digitized photos should be sent in a, .JPG (joint photographic experts group) or, .PNG (portable networks graphics) format, taken from the shoulders up.

Members should not wear any head gear, ethnic or religious apparel, flashy jewelry or heavy makeup. Member should be dressed in a light blue colored shirt or ODU uniform/

Photos can be emailed or to DIRAUX at: "[dennis.m.grinstead@uscg.mil](mailto:dennis.m.grinstead@uscg.mil) ", or put them on a CD Rom or DVD and then Mail them to DIRAUX, at:

COMMANDER (dpa-s)  
ELEVENTH COAST GUARD DISTRICT  
1001 S. SEASIDE AVE, BLDG 39  
SAN PEDRO, CA 90731-7391

# USE OF AUTOMATIC EXTERNAL DEFIBRILLATORS (AED'S)

## Auxiliary Use of Automatic External Defibrillators (AED's)

1. CG-5421 and CG-112 recognize the unique skills Auxiliarists bring to the table. While trying to take full advantage of the medical skills many Auxiliarists possess we need those patrolling with AED's to be in full compliance with State and Federal standards. Since there is no Coast Guard wide AED program, individual units must know, and comply with, the State and Federal guidelines. This message corrects and clarifies information distributed through ALAUX 001/06 in regards to the Auxiliary's use of AED's.

2. Units that do procure AEDs for use in a Public Access Defibrillation program (PAD) (read 'Public Access' broadly as in the device may be used on the public and not limited as only when left unsecured where the public can access it) must comply with the federal guidelines for such programs including the requirement for a Medical Director. The Medical Director, a licensed physician, is by Federal law required to oversee the AED's maintenance program and ensure all users are properly certified. States differ on the interpretation of "oversee" from being directly involved and hands on to being able to delegate some of the tasks but none of the responsibility. A Coast Guard Medical Officer may be utilized as a Medical Director but there is no obligation for the officer to do so. If the Medical Facility chooses not to accept the added responsibility the purchasing unit will have to contract a physician to oversee the program. Any PAD program that is created locally will have to have an SOP that is within those guidelines.

3. Any Auxiliarist who is currently certified by the American Red Cross, American Heart Association, or American Safety & Health Institute to use an AED (defibrillator) is authorized to do so on anyone indicating need of an AED. If that certification has expired, however, an AED should not be used. After initial certification, those personnel who have taken the AED Provider course are required to re-certify every 2 years. The training must be hands on. Online training is not acceptable.

4. An Auxiliarist or a flotilla that has an AED that is not part of a maintenance program overseen by a Medical Director is prohibited from being used or taken on patrol. Order Issuing Authorities and DIRAUX's must ensure Auxiliarists that patrol or travel on orders with an AED are certified to use it and the AED is part of a PAD maintenance program. For example, a member who has an AED as part of a medical kit for his/her job as an EMT with the local Fire Department most likely has an AED that is part of a State compliant program and is perfectly acceptable.

5. Any Flotilla wishing to purchase AEDs for use by currently certified members is authorized to do so but it may not be used until part of a compliant PAD maintenance program. There are no specific models required or recommended. The environment the AEDs will be used in should dictate the models used on surface facilities (waterproof models are very difficult to find).

6. Coast Guard units are not prohibited from purchasing AED's using local funds. If a Coast Guard unit purchases an AED, the unit is entirely responsible for its storage, issuance, use, and maintenance until properly transferred or disposed of IAW the Property Manual. The AED shall not be issued until part of a compliant PAD maintenance program.

7. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current developments, policies, manuals, etc. All information contained herein is OFFICIAL policy and will be incorporated into the next edition of the Coast Guard Auxiliary Operations Policy Manual (COMDTINST M16798.3 (series)).

*Posted at 10:40:24 PM on 4 Mar 2010 online at <http://www.uscg.mil/auxiliary/default.asp>*

# RBS INSIGNIA – ELIGIBILITY CRITERIA

From: CHDIRAUX

1. Changes have been made to the public affairs activity codes that count toward earning the Auxiliary Recreational Boating Safety (RBS) insignia. The RBS insignia recognizes extraordinary effort of Auxiliarists who consistently provide strong support to RBS programs. Its eligibility criteria require significant RBS program activity over a minimum period of two years.
2. These activity code changes more accurately reflect public affairs program activities that meet the spirit of service recognized by the RBS insignia. They are now included on the Auxiliary Mission Activity Report (ANSC-7030) form available on the Auxiliary web site, they have been included in AUXDATA, and they must be claimed in order to count towards earning the RBS device from now on. They are incorporated into the summary of RBS insignia requirements that follow:
  - a. Compilation of 120 points per year for two consecutive years (for a total of 240 points) is required. Hours for prescribed mission codes are reported on the Mission Activity Report (ANSC-7030) form. Vessel Safety Checks (VSC) and vessel facility inspections are reported on the Vessel Examinations Activity Report (ANSC-7038). RBS Program Visits are reported on the RBS Visitation Report (ANSC-7046).
  - b. Public Education: Hours recorded using any mission code 14. 1 point-per-hour as lead instructor and 0.5 points-per-hour as an assistant/aide.
  - c. Public Affairs: Activities promoting RBS in the following areas. 1 point-per-hour limited to actual mission hours:
    - i. Speech/Talks, mission code 10B.
    - ii. Broadcast Media, mission code 10C.
    - iii. External Print Media, mission code 10F.
    - iv. COMREL, Mission code 10J.
  - d. Vessel Safety Checks and Vessel Facility Inspections: Based on the number of VSCs and/or vessel facility inspections. 1 point-per-check or inspection.
  - e. RBS Program Visitation: Based on the number of RBS Program Visits. 1 point-per-visit.
  - f. Legislative Outreach: Hours recorded as Federal/State Legislative Outreach or Government Affairs work, mission codes 65A or 65B. 1 point-per-hour.
  - g. State RBS Outreach: Hours recorded in meetings with a state BLA or state BLA staff, mission code 65C. 1 point-per-hour.
3. These RBS device eligibility criteria will be included in the next change to the Auxiliary Manual.
4. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.
5. Internet Release and Distribution is Authorized.
6. CG-54211, sends



# AUXILIARY UPDATES

## **NACON 2010**

The 2010 United States Coast Guard Auxiliary National Conference (NACON) will be held in District 11SR August 25 – 29, 2010 at the JW Marriott Camelback Inn Resort & Spa, Scottsdale, Arizona.

Please visit <http://www.cgauxa.org/nacon> for more information. The theme for this year is Leadership, Performance, and Readiness.



## **National Awards Application Deadline May 31, 2010**

The National Awards Committee is responsible for soliciting nominees for each of the three National Awards for the year 2009, sponsored by Boat/US, Marine Retailers Association, and National Boating Federation. Boat/US recognizes the top Flotilla of the Year Award. Competition is in all areas of Activity, The Marine Retailers Association recognizes the Best Flotilla in the Nation for Vessel Safety Checks by Vessel Examiners and Marine Dealer Visits by Program Visitors. The National Boating Federation recognizes the Best Flotilla in the Nation in Public Education. Flotillas can submit a nomination via their Flotilla Commander, Division Commander, and the District Commodore who will in turn submit the nomination to Rick Ives (Chairman) of the Awards Committee. The winners will be announced at NACON in Scottsdale, Arizona, August 2010. We hope we will be swamped with a flood of nominations. Don't Delay entry deadline is May 31, 2010. We are all members of a Flotilla, imagine how disappointed you and your fellow Flotilla members would be if your Flotilla was qualified for a National Award and no one submitted an application. Applications are available on the NAC website. [www.cgaux.org/nac](http://www.cgaux.org/nac) Rick Ives, Chairman National Awards Committee.

## **The AUXCHEF Program**

The AUXCHEF (Auxiliary Chef) Program is a National Auxiliary Program designed to provide trained Auxiliarists to fill-in at Small Boat Stations or on cutters to relieve Food Service Specialist (FSS). The program allows FSS's to attend training, take leave, etc. without the Station or ship being short handed. The AUXCHEFs can also assist with VIP events, Change of Commands and other events. AUXCHEFS can be available for a variety of time frames from one meal to several days. The AUXCHEFS do not shop for or supply food, they prepare the food the stations provide, and assist in serving and cleanup. AUXCHEFS are not authorized to handle cash. AUXCHEFS do supply that home cooked touch during the holidays and at special events.

After a successful start in 1SR, the AUXCHEF program was expanded as a national pilot program. AUXCHEFs routinely assist at stations and on cutters, as well as assisting at Coast Guard and Auxiliary VIP events, including at numerous flag events. At the 2009 N-Train, the Program was taken out of pilot status to be made a National Auxiliary program.

The AUXCHEF Program is a Division within the Auxiliary National Department of Human Resources headed by Division Chief Russ Venti and Branch Chiefs Ron Ellis-Atlantic and Linda Haynes-Pacific. Each Auxiliary District will have an AUXCHEF Chair appointed by the District Commodore who will work closely with the units in that District.

The certified AUXCHEFs complete 18-22 hours of basic food services training. The training based on the FS3 Striker course, emphasizes safety and sanitation, working in a galley and basic food preparation. The Food Services Directorate has approved the AUXCHEF Training Program.

A certified and experienced AUXCHEF is the instructor for the training, often assisted by a unit Food Service Specialist.

Additional information can be found at the AUXCHEF web site <http://hdept.cgaux.org/auxchef.html>

# AUXILIARY UPDATES



The Armed Forces Vacation Club offers DOD and Coast Guard Auxiliary personnel the opportunity to book a seven-night luxury vacation, on a space available basis. Contact your Directors office for your MWR access number for your District. The club has locations around the world, as well as the United States for super vacations.

<http://old.armymwr.com/portal/travel/lodging/patronlinks/sav.asp>

San Diego -- On 31 Aug 2009, member from District 11SR were honored to present the colors at Petco Park before a Padres home game. Seen to the right, members of the Color Guard walk off the field following the National Anthem.

Photo by: William Tisch, Flotilla 15



COMO Michael Johnson at the helm of Div. 7 AUXFAC "Mr. Chips" during a recent Area FAM patrol throughout the Station Channel Islands AOR. Seen in the photo to the left (from left): Mary Klock, Roy Graboff, COMO Johnson and David Miller

Route: Channel Islands Harbor across the Santa Barbara Channel to Anacapa Is., over to Smuggler's Cove at Sana Cruz Is. and returned safely to Oxnard.

Photo by: Trent Kelly, DCATP LA/LB-N

The last weekend of September every year, the Boy Scouts and Girls Scouts of San Bernardino and Riverside Counties in California gather at Glen Helen Regional Park north of San Bernardino for a Stampede and Campout. The event in 2009 saw approximately 3,000 youths and their adult leaders in attendance.

One of the exhibits in the midway area was a Coast Guard Auxiliary boating safety exhibit which included an Auxiliary facility (owned by Gene Dowe, VFC, 11-11). Seen in the photo above is Doug Kroll of Flotilla 11-10 alongside the facility, photo by Dennis Burdo, Flotilla 11-11.



# LADIES OF THE NIGHT...

By Deborah Johnson, District Staff Officer - Marine Safety



He stood, feet spread wide, arms about the rocking lens as the wind howled and pushed against the tower, trying to shake him loose... it had been nine long hours and still the spray came over the small balcony, angrily dashing the glass as if to put out the light....four ships had died upon the rocks and he vowed there would be no more.....

Yet, when I saw her first, she appeared a Victorian lady most demure, with white picket fence, red geraniums dancing and leaping in the freshening breeze against an emerald lawn, and fretwork gleaming in sunlight streaming from a cloud-studded turquoise sky.

It was hard to imagine the Point Fermin Lighthouse in the role of lifesaver on that beautiful day, but despite her exterior beauty, this early Victorian lady, built in the “stick” style, has been very much the “working woman” – providing both home to her Keepers and their families, and the warning of danger to those at sea.

She has special meaning to the people in San Pedro, who used to ride the Red Car – restored and back in service today – to the end of Pacific Avenue and walk to the lighthouse grounds for picnics and social gatherings in the late 1800s.

A draftsman for the US Lighthouse Board, Paul Pelz, designed the Stick Style Victorian lighthouse, and six were built between 1874 and 1884; of these, only three remain – one on the East Coast and two on the West Coast, one of which is Point Fermin. The style is characterized



by gabled roof lines, horizontal siding, hand-carved porch railings and decorative crossbeams, but is much simpler than the later High Victorian style characterized by extensive curvilinear “gingerbread” trim. She has twelve rooms, filling two stories, as well as a chart room beneath the light tower, which stands approximately 154 feet above mean high water...yet not quite high enough to escape the occasional salty drenching in a violent storm.....

Point Fermin was the first navigational beacon light to guide ships into San Pedro Harbor, flashing a ruby and white light; although authorized in 1854, it was not built until 1874. The first Lighthouse Keepers were two sisters – Mary and Ella Smith – from a family of lighthouse keepers, and they served the US Lighthouse Board for 8 years before retiring. They were followed by a retired sea captain, Captain George Shaw, who served many years, ultimately wearing the US Lighthouse Service uniform with pride as he welcomed visitors to his home and light, many of whom were local residents of the growing town of San Pedro.

# LADIES OF THE NIGHT....

Continued

The last Keeper, William Austin, had served at two other California lighthouses prior to coming to Point Fermin in 1917 with his family, which included 8 children. When he and his wife Martha passed away in 1925, his daughter Thelma took over as Keeper until the light was turned over to the City of Los Angeles in 1927. So the grand Victorian Lady's Keepers history began and ended with a woman's touch.....

For many years following automation in 1927 and her blackout on December 7<sup>th</sup>, 1941, Point Fermin remained dark and her lines were marred by removal of her

lantern room. But in 1972, two gallant knights – Bill Olesen and John Olguin – came to her rescue, raising funds and working diligently to restore her lantern room and exterior to honor her 100<sup>th</sup> birthday in 1974. As a result of their efforts, the Point Fermin Lighthouse was placed on the National Register of Historic Places, and restored, retrofitted and rehabilitated for public access in 2002. This grand Victorian Lady was reopened to the public on November 1, 2003 in beautiful park grounds, where she remains a proud part of the San Pedro history and a sparkling gem along the Southern California shoreline.



# SHEPHERDS OF THE SEA

By CAPT Roger R. Laferriere, Commander Sector Los Angeles / Long Beach

The Seaman asked the Senior Chief who stood tall and imposing...  
“Senior Chief, who are those people dressed up like us I am supposing?”

“Why they are the Auxiliary, you best treat them well,  
because they’ll be at your side through heaven and hell.”

The Seaman then asked, “How much do they get paid?”  
Senior Chief laughed, “They do it for no pay, but for love of the trade.”

“So why do they do it?” asked the seaman, “I don’t understand.”  
“Because to them young seaman, they are your biggest fans.”

“But why a simple guy like me, I ain’t done nothing?”  
“You’re in the Coast Guard,” said the Senior, “To them that means something.”

“It must be the missions; it can’t just be about me.”  
“Yes it’s about the mission, but you’re also their family.”

“They’re pretty amazing, these people of the Auxiliary.”  
“But come on, what’s in it for them, I really don’t see?”

“Look with your heart seaman and not with your eyes.”  
“These are men and women making an incredible sacrifice.”

The Senior Chief paused and let the Seaman ponder,  
then he talked some more about the people out yonder.

“They do it from their own hearts and their love of loyalty.”  
“It reminds me of the story of one who sacrificed all for humanity.”

“Like Him they serve us and others so unselfishly,  
“It’s why you and I need to call them....

**The Shepherds of the Sea.”**

Dedicated to the U.S. Coast Guard Auxiliary in loving memory of  
Auxiliarist Tom Murray, USCG Atlantic Strike Team.

# LOSS OF COAST GUARD C-130 AND MARINE CORPS HELICOPTER

From: Allen, Thad Admiral  
Sent: Friday, October 30, 2009 1:50 PM

To the Men and Women of the United States Coast Guard:

I am deeply saddened to report that one of our C-130 aircraft, CG-1705 out of AIRSTA Sacramento, crashed last night about 15 miles east of San Clemente Island off the coast of San Diego. CG-1705, with seven Guardians onboard, was searching for an overdue 12-foot pleasure craft when there was a collision with a Marine Corps AH-1 Cobra helicopter at 1915 Pacific local time. There were two personnel on the Marine Corps helicopter which was conducting a separate training exercise.



The Coast Guard, Marine Corps, and Navy have been working collaboratively overnight and throughout today in response to this tragedy. I want to ensure our workforce is kept fully apprised as well.

We have been and continue to actively search for survivors. Two Navy surface vessels were on scene almost immediately after the accident. Several Navy and Coast Guard aircraft, along with a Customs and Border Patrol helicopter, are flying sorties in the area while multiple cutters including the BLACKFIN, BLACKTIP, EDISTO, PETREL, GEORGE COBB, and JARVIS are conducting surface searches. One of the Navy ships is remaining on-scene as well. No personnel have been found at this time but we will continue to work with our Marine Corps and Navy partners in this massive effort.

While we continue the search, we will fully support the men and women of AIRSTA Sacramento and their families. We are actively assisting the local field units to respond to this tragic event so they can focus on the ongoing search. This includes flowing resources and critical incident stress management teams where they are needed, supporting our fellow families and Service members, coordinating a joint military investigation, and working with our Department, the interagency, the Congress, and the media to keep people informed.

I know many of you want to know the names of the people who are missing. We are following the appropriate notification procedures and working closely with our sister Services and the impacted families to ensure the proper steps are followed. We will release that information as soon as possible.

I will provide further updates as they become available. I encourage all Coast Guard members to keep these missing Guardians and Marines in your thoughts during this difficult time and to continue looking after your shipmates.

Admiral Thad Allen  
Commandant, U.S. Coast Guard

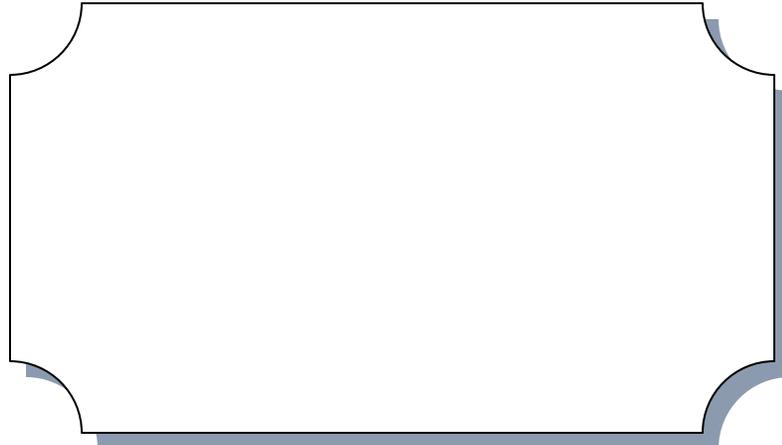
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COMMANDER (dpa-s)  
ELEVENTH COAST GUARD DISTRICT  
1001 S. SEASIDE AVE, BLDG 39  
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**COMMODORE'S BULLETIN &  
DIRECTOR'S NEWSLETTER**



## 2010 DISTRICT CALENDAR

### **District Cruise**

July 10, 2010

### **District Board & Staff Meeting**

July 11, 2010

### **NACON**

August 25-29, 2010



## EDITOR'S CORNER

This edition is dedicated to the crew of CG-1705 and all of the men & women of the United States Coast Guard for all that they do. Our mission as Auxiliarists can never compare to those Guardians who place their life on the line each and every day.

To you, and all our service men and women, we owe you a debt of gratitude.

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