



THE

FLAG HOIST

District 13

Division 6

U S Coast Guard Auxiliary

Volume XIV Issue 7

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD AUXILIARY
OFFICIAL BUSINESS

FIRST CLASS MAIL

SO-PB-06-D13
Ranchito Dorotea
25065 Starr Creek Road
Corvallis, Oregon 97333-9576





FROM THE DIVISION CAPTAIN

D. Wimer

Can life get any busier? Let's hope not! June has been and is a super busy month. First we had the division meeting in Tillamook with some outstanding classes. Unfortunately attendance was down from previous meetings, but quality of instruction was superior! Flotilla Commanders came away with some homework to complete prior to our fall meeting. Please support you Commander and help them gather, consolidate and prepare their assignments for presentation at the fall meeting October 20 and 21st in Astoria.

Immediately after the Division meeting your DCP had to prepare his homework for the AUX 04 Class in New London Connecticut. He traveled June 6 and attended classes from 08:00 until 21:00 on June 7, 8, 9 & 10. The class met the morning of June 11 to go over details of our take home assignments and travel orders, then off to the airport and the long journey home. After a four hour delay in the Cincinnati airport, the DCP was able to arrive home in Portland at 03:00 June 12.

The class consisted of equal time learning Powerpoint development and Web Page Design. The instructors were outstanding and were able to get everyone well prepared to go home and complete assignments in both areas. Every member needs to be looking at the C School list and attempting to go to some of the training. We all grow when we get specialized training and meet and visit with other Auxiliarists from all over this great country!

Following the AUX 04 class was the Southern Area Conference in Florence Oregon. June 15, attendees took part in classes and activities such as VE, PV instruction and testing, in the pool wear of our PPE equipment and Kayak operations (boarding and exiting when upside down, then reentering). Great instructions and activity! Saturday consisted of several classes and activity all around the theme of "relationships."

RCO-S, Danny Dail announced that he would not run for the office next year, so anyone who has served as a DCP is invited to submit his or her name for the election to be held at the NACON meeting in Portland August 31 and September 1.

There are many activities going on all over the division. Lots of planned activities for the remainder of June and on into July. I am sure you are all busy, trying to meet the needs in your area. Please communicate with your fellow flotillas and see how you can help each other! By sharing our resources and personnel we will be better able to provide support to the Coast Guard and our boating public.

Fair seas to all!

CITIZENS ACTION NETWORK (CAN)

D13 Public Affairs



Guarding the coast is a full-time job and even with a number of trained personnel and assets it is quite impossible to have a vigilant eye on all areas of water. In an effort to better aid the Pacific Northwest units, The Thirteenth Coast Guard District created the Citizens Action Network (CAN). CAN was first initiated in the summer of 1999 by Coast Guard Group Seattle and has since been recognized as an extremely valuable program to Coast Guard members. Originally known as Northwest Watch, CAN is formed of 262 active duty, reserve and auxiliary Coast Guard members as well as U.S. and Canadian citizens in the community who proactively volunteer to assist the Coast Guard with its daily missions. There are 27 members located in the Kitsap County alone.

"Coast Guard vessels do not make daily patrols in every waterway," said Cmdr. John Moriarty, Chief of Waterways Management for District Thirteen. "Units rely on the waterway users to provide information on Aids to Navigation (Aid)," said Moriarty. "The citizens provide real-time coverage because they have waterfront views and can keep an eye on the water most of the time."

"CAN members are like neighbors with binoculars," said Petty Officer 1st Class Josh Goldman, a Boatswain's Mate with Aids to Navigations Team (ANT) Puget Sound. "Units can call CAN members and ask if an Aid is on or off."

CAN Continued on page 3

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CAN Continued from page 2

With 306 Aids located throughout ANT Puget Sound's area of responsibility, the station stays busy.

"A 10 minute phone call saves us a tremendous amount of trouble," said Goldman. "It saves us the money and time that would go into just checking if a light is working or not."

"For three crewmembers to check an Aid it could cost as much as \$620 and that is per aid," said Chief Petty Officer Chris Sage, Officer in Charge with ANT Puget Sound.

Moriarty pointed out that CAN was extremely helpful in that members would contact units to inform them if something appeared wrong or out of place.

"All we have to do is call a CAN member on the phone and ask them to look out their window and tell us what they see," said Moriarty. "The people have a better view overall and it may save us a trip."

Recently, the Pacific Northwest suffered a series of severe weather ranging from down pouring rain to 90-mph windstorms in the Puget Sound region. The harsh weather caused many power outages in residential and commercial areas. Some power outages lasted only a few days, while others lasted for weeks. Intense flooding and high powered winds destroyed anything that came into its path. Large trees collapsed into homes, boats were swept onto the shore and power lines were downed throughout many neighborhoods making the landscape look like a war zone.

"We did not hear about the program until recently," said Sage. "Commander Moriarty sent us an e-mail saying CAN could be used to our benefit in dealing with Aids. We received the e-mail in September before the storms hit, so it was perfect timing and very effective."

"A second pair of eyes is great, windstorm or not," said Goldman.

An entire island in Puget Sound had lost power during the storm, said Petty Officer 1st Class Eric Hamilton, an Electricians Mate for ANT Puget Sound. All a CAN member

has to do is say, "We have power. The aid is on," he said.

"One simple phone call saves the day," said Goldman smiling. "It eliminates risk for our members."

As an innovation, the CAN is the first-and-only maritime organization like it in the country. It has crystallized over 300 U.S. and Canadian waterfront citizens and business owners into an active, well informed and cost effective homeland security component who work directly with federal, state and local maritime agencies in connecting all

hazards resources with citizen's assistance and leadership.

The CAN program was awarded the Department of Homeland Security (DHS) Secretaries Award for Excellence in 2006. Secretary Michael Chertoff



hosted the Secretary's 2nd Annual Awards Ceremony in Washington, D.C., on May 10, 2006, and presented awards to DHS employees and teams nominated for their exemplary contributions to the department during the past year. This award recognizes outstanding achievement or innovation by a distinguished employee(s) engaged in work to further the mission of DHS.

The combined efforts of CAN volunteers have tremendously aided the coastal and waterways units in their daily missions. Whether it be calling a volunteer to look out their window to check an Aid to having the member call and report someone in distress, CAN has given the community a chance to be an integral part of the Coast Guard. For more information on the Citizen's Action Network, or how to join, visit <http://www.uscg.mil/d13/can/>.

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The subject Act with certain exceptions prohibits the disclosure, distribution, dissemination, or copying of any material containing the home address, home telephone numbers, spouses' names, and social security numbers, except for official business.

Violation may result in disciplinary action by the Coast Guard and/or civilian criminal sanction.

BOATING SAFETY TIPS FOR THE SUMMER

HOW TO KEEP ACCIDENTS AT BAY

By Peter Greenberg

Millions of Americans will hit the water this summer on boats, jet skis, canoes — if it floats on the water, we'll be on it. But there's a serious and growing problem out there — boating accidents and the lack of proper education and training. It is a growing problem. With recreational boating becoming more and more popular, more and more people are operating motorcraft with little or no training, and what's worse — in most U.S. States, they're not even required to be trained. As a result, a beautiful day on the water can quickly turn tragic.

It might surprise you to learn that more people die every year in boating accidents than in trains or buses. There are 13 million registered boats out in the U.S. And according to the U.S. Coast Guard there were nearly 5,000 boating accidents last year, resulting in 710 deaths

The major cause of death? Drowning. Nine out of ten victims were not wearing a life jacket.

The recent death of New England's Patriots player Marquise Hill offers a lesson for boaters everywhere. Hill was not wearing a life jacket when he fell from his jet ski.

Another serious problem? BUI — or boating under the influence accounted for 20% of all boating accidents last year.

And here's the most serious underlying problem — just about anyone can operate a boat, most states don't even require a license or a minimum age to get behind the wheel.

Although there are numerous boating safety courses offered across America by the U.S. power squadron in Long Beach, California — the programs are not mandatory but most safety officials think they're essential.

The U.S. Coast Guard Auxiliary also offers boating classes and instruction. So do some marine retail stores, like West Marine (the chain offers life jacket seminars, as well as free vessel safety inspections). And it is easily argued that taking just one of these courses could help save lives. Nearly 70% of all reported deaths occurred on boats where the driver had not received any boating instruction.



Then there's the problem of proper equipment. It's not enough just to carry the required number of PFD's (personal flotation devices). You need to wear them. Reaching for a life preserver after an accident is like trying to fasten your seat belt after your car hits a wall.

Also know where fire extinguishers are. don't just carry one — carry two.

Then there's the problem of boating under the influence. You'd better have a designated driver — who knows how to safely operate a boat — especially if you're out on the water and drinking. and one thing is for sure this summer — the U.S. Coast Guard as well as local marine police will be making many more random stops and searches on the water, checking for alcohol as well as safety equipment on board.

In the long term, the U.S. Coast Guard Commandant, Thad Allen wants to have all recreational boaters being required to have state-issued boaters' licenses — not just because it's a safety issue. Allen argues it is also a homeland security issue. As part of this initiative, the Coast Guard is seeking authority from Congress that could lead to a national standard on boating education. Under the proposal, Congress would amend a section of the United States Code to give the secretary of transportation the power to establish minimum requirements for recreational boater proficiency.

AUXILIARY NEWS RELEASES

Forms Technical Assistance

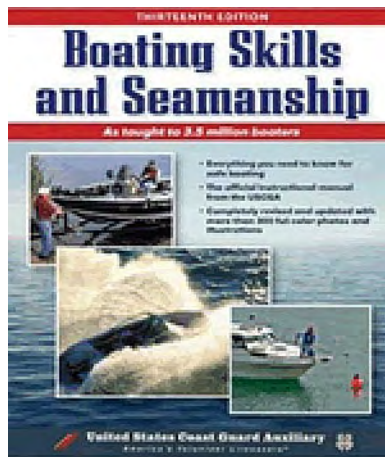
With a number of recent additions and/or updates, if any member has issues, questions, comments or concerns about any Form: please use Forms On-Line Technical Assistance to contact the Forms Team. This is most direct and expeditious manner in which to get your Forms questions resolved. Inquiries via the National website Contact Us page will only delay the process of answering your question. Also, don't forget to look at the Forms FAQs before contacting the Forms Team.

Forms page: <http://forms.cgaux.org/index.html>

Forms FAQs: <http://forms.cgaux.org/faqform.html>

Boating Skills & Seamanship, 13th Edition

We're pleased to announce that *Boating Skills and Seamanship*, 13th edition, will replace the 12th edition in shipments to flotillas beginning 1 July 2007. If flotillas have needs for stock of the 12th edition to make up enough for a full class, they can order any time during the month of June.



eDirectory Milestone

The Auxiliary eDirectory, now has over 10,000 accounts, which is half of all Auxiliarists who have email addresses in AUXDATA. The eDirectory, a secure database, contains Auxiliary members' qualifications and e-mail addresses generated from AUXDATA. Please join your fellow Auxiliarists who have experienced the ease and usefulness of this Auxiliary resource. You can update your e-mail address, and other personal information in AUXDATA, by completing Form 7028 to your IS Officer. To activate your account, visit the eDirectory now. Members need only a valid e-mail address in AUXDATA, their Employee ID and Zip Code.

eDirectory: <http://www.auxedirectory.org/>

Form 7028: <http://forms.cgaux.org/archive/a7028f.pdf>
(PDF: 195 KB / 2 pages)

Shop Auxiliary



New Members Only Benefits

Three new members only benefits are now available, including a special auto insurance discount program by Nationwide, a discount program with Rigid Boats on their products, and an exciting update to the Coast Guard-wide Sprint-NEXTEL program that includes a donation to support Auxiliary programs for new activations by any member of the Coast Guard family. To view these offers, access is via the ShopAuxiliary.com Log In page. You will need to enter your EMPLID and Auxiliary eDirectory password to view these "Members Only" benefits.

www.shopauxiliary.com

BoatUS Clean Water Grant Winners Announced

Congratulations to the following flotillas who received a total of \$9,546 from BoatUS in Clean Water Grants: \$3,000 to Flotilla 09-14, 11SR \$1,000 to Flotilla 02-01, D17 \$315 to Flotilla 20-06, 5SR \$476 to Flotilla 03-10, 5SR \$1,000 to Flotilla 01-09, 8CR \$3,755 to Flotilla 03-02, 9ER.

Calling All Auxiliary Amateur Radio Operators!

Amateur Radio Stations all across the U.S. will operate on Saturday September 29, 2007 to commemorate the Anniversary of the U.S. Coast Guard Auxiliary and ISAR 2007. All amateurs are invited to operate Special Event Radio stations on High Frequency all across the nation. Amateur Radio stations will be operating "On the Air" all day contacting the International Search and Rescue Radio station and other U.S. Coast Guard Auxiliary stations from coast to coast. All official Special Event Radio Stations will be given Commemorative QSL's. Last year over 25 USCG Aus. Special Event Stations contacted thousands of other amateurs and USCG Auxiliary members to commemorate the USCG Aux. anniversary and support ISAR. If you are interested in becoming an Official Special Event Radio Station contact: Dan Amoroso BA-OTU

e mail: nnn0abp@navymars.org

Last day to register as an Official Station - Friday August 31, 2007

News Releases continued on page 6

News Releases continued from page 5

P Department Announces Three New Recruiting Posters Available for Downloading

Three new *Don't be a Duck out of water* recruiting posters are available for downloading

- <http://www.auxpdept.org/pdf/DuckyPoster1.pdf>
- <http://www.auxpdept.org/pdf/DuckyPoster2.pdf>
- <http://www.auxpdept.org/pdf/DuckyPoster3.pdf>

Auxiliary C School Site

The Auxiliary C School Site has been designed as a one-stop portal for all USCG Auxiliary members looking for information about Auxiliary C School programs. This site will grow as all C School program managers post specific school information. The USCG Auxiliary and the Office of the Chief Director of the Auxiliary (G-3PCX) are dedicated in their support of Auxiliary training and want every student to have all the necessary information they need. C-School listings (AUXLAMs, ASOC, and amLOC courses are included in the list) and the class dates are available.

The following documents contain critical information you need to know prior to applying for a C School. Please read each of these documents thoroughly so that you understand the responsibilities of the member, lead instructor and the Coast Guard in the C School process.

- <http://www.auxtdept.org/AuxCQMGuidelines.pdf>
- <http://www.auxtdept.org/CTrainingGuidelines.pdf>
- <http://www.auxtdept.org/CFAQx.pdf>
- <http://cschool.auxservices.org/>
- http://cschool.auxservices.org/c_school_list.htm
- <http://www.auxtdept.org/FY07CSchoolSched.doc>



Sheila and Gene Langue with Mr. B. Patina (a potential member of the Auxiliary at Tillamook's Division Meeting)

BOAT COMPANY GETS \$9.9M COAST GUARD ORDER

Puget Sound Business Journal (Seattle)

Aluminum Chambered Boats Inc. said it's received a \$9.88 million contract to build 47 boats for the U.S. Coast Guard.

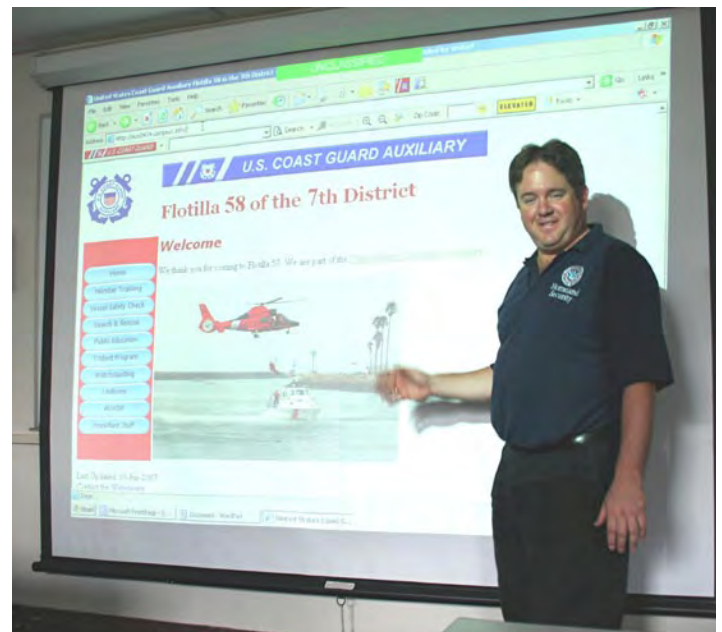


The Bellingham boat builder said the contract is for five years and the first boat will be delivered within 90 days. The rigid-hull inflatable boats will be used by the Coast Guard's "cutter boat-large" (CB-L) fleet. Each 24-foot boat carries a three-person crew and up to nine passengers.



A sample boat built by Aluminum Chambered Boats for the USAF

The Coast Guard will conduct search and rescue, maritime law enforcement and other missions with the new boat. The boat will be powered by a 230-horsepower Cummins engine and has a top speed of nearly 40 knots.



Mr. Thuma, Instructor at AUX04 Web Page Design School in New London Connecticut

DIVISION STAFF GUIDANCE

SO-AN: H. Lange—

SO-CM: J. Bradbury— Having just returned from several meetings where there was a chance to talk to other folks about Communications it is surprising how many people have purchased DSC Radios but haven't taken the trouble to get them registered. Please folks register them and let me or your OP's Staff Officer know so we can be building a database to use when the CG becomes operational with their Rescue 21. It is painless and best of all it is free. I think once you get started using DSC you will wonder why you didn't start sooner. .

When you are out using your radios please remember to be professional, the public looks to us for professionalism on the air. The Coast Guard too will be pleased to hear us operating correctly.

If there is any way I can be helpful to you in regard to communications please let me know.

Fair winds and calm seas,

SO-CS: E. Olson—

SO-PA: Matthew Carter—

SO-FN: J. Otte—t seems to be time again for the Flotilla Commanders to go over the rules of sending mail within the Auxiliary with all of their members. As SO-FN I receive quite a lot of mail with many discrepancies.

- When sending government mail use only official envelopes or plain white envelopes in the appropriate size. Do NOT use colored envelopes.
- In the return address, do NOT use your name. Use your official **office with flotilla or division number**. (FSO-PB 66)
- When addressing to someone, use their **name and official office with flotilla or division number**.
- Do NOT use printed stickers with your name and flowers or pictures on them as return mail labels.
- Do NOT use government stamps on personal envelopes.
- Do NOT use personal stamps on official envelopes.
- Write or print simply and clearly so the PO workers and machines can read what you meant to say.
- Check with the Post Office as to the amount of postage you need if in doubt. Remember, even though you were

given the government stamps to use, it still comes **out of your pocket**.

SO-IS: L. Dail—

SO-MA: G. Pritchard—

SO-MS: C. Zora—

SO-MT: A. Jacobs—

SO-PV: P. Piazza—

SO-OP: Ray Neubig—

SO-PB: P. Wills— Thoughts on desktop layout: Restraint is the most difficult design principle to apply in a consistent manner to your newsletters and correspondence. Discipline yourself to practice restraint.

In publishing, the design tools available today are powerful and give you so many options at your fingertips. It is easy therefore to forget that straightforward simplicity is a virtue and that graphic design should be invisible to the reader.

Restraint is exemplified by restricting changes in typeface and type size to an absolute minimum. Remember that emphasis only can occur when contrasted against a stable framework. Like the boy who cried, "Wolf!" too often, unnecessary emphasis weakens your newsletters to the point where it loses all impact.

Graphics need to support the articles you are telling and should be presented in a logical most-to-least important order. If your words and images do not support each other, the whole purpose of your layout is frustrated.

The quality of your paper needs to be the best you can afford. A newsletter may look good right off the press, but is a mess after the Post Office has had a hold of it. Heavier papers survive postal handling better. Also, print with the best "dots-per-inch" (dpi) printer available to you. Images of low resolution (such as the webs displays at 72 dpi) are not good enough for printing (which typically needs 300-600 dpi or better.)

Remember your newsletter is the voice and face of your flotilla. Plan ahead so that the story you show and tell present your best face and encourages your readers to stay with you so they ultimately get the message you want them to know.

SO-PE: G. Smith— Keith Roman (61) reports that they taught the "Boats and Kids" course to 64 students.

Doug White (68) reports that their "Boat Oregon" class

Staff Reports Continued Page 11

NEW COURSE - AUXSCE

This is an exciting time for the Auxiliary as we launch the new AUXOP course! This new course "Auxiliary Search Coordination & Execution" (AUXSCE) will replace our current, outdated AUXSAR course. AUXSCE is basically a Coast Guard course and the instruction must be to Coast Guard standards. Three places have been chosen to conduct Train-the-Trainers (TTT) classes for this course this summer. Those trained will be expected to train others so the quality of instruction will remain high.

Here is some information about the new course that I believe you will find helpful.

Background

- * The National Department of Training has partnered with the USCG National SAR School in Yorktown, VA to develop the "Auxiliary" custom version of the Coast Guard's Search Coordination & Execution (SC&E) program.

- * AUXSCE will replace AUXSAR in our suite of AUXOP programs.

- * The outstanding question for this course is "How do we train and certify Auxiliarists to deliver this course?" Because AUXSCE is essentially a Coast Guard course, there is a concern on the part of the Coast Guard that the Auxiliary has been properly trained and certified to deliver the program.

Current Status

- * The following points have been negotiated with and agreed to by Chief Eugene Turner of the Coast Guard's National SAR School.

- o The Auxiliary will utilize a "cascading" Train-the-Trainer" (TTT) approach to qualifying Auxiliarists to teach AUXSCE.

- * Each District will send a minimum of 3 AUXSCE instructor candidates to a 5-day "Train-the-Trainer" session taught by instructors from the National SAR School. District Commodores must select the appropriate

individuals to attend this course. Districts may be invited to send additional instructors to the TTT based on space availability.

- * These initially trained instructors will be tasked with going back to their Districts to train and qualify additional instructors for the course.

- * Three TTT sessions are scheduled, with a capacity of 25 students in each class.

- * The National SAR School is requiring that all instructors for the AUXSCE course be (at a minimum)

- * Coxswain, Crew or Pilot qualified

- * Auxiliary qualified instructor. An Auxiliarist does not need to be AUXOP qualified to teach the AUXSCE course.

- * This is a significant change from how AUXSAR is taught today. Only Auxiliarists who have attended a National or District-conducted TTT should be teaching this course.

- * The three Auxiliary Train-the-Trainer programs are being held in:

- o Portland, OR - August 27-31, 2007 (Travel days: August 26 and 31)

- o St. Louis, MO - September 10-14, 2007 (Travel days: September 9 and 14)

- o Cape May, NJ - September 17-21, 2007 (Travel days: September 16 and 21)

The timelines for issuing orders is driven by the Coast Guard's Training Quota Management System. The Auxiliary and the Chief Director's office have no control over the timelines.

Gail A. Fisher
Department Chief - Training
United States Coast Guard Auxiliary
sardog@cgaux.us

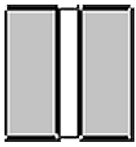
LEARN ~ CONTRIBUTE ~ INSPIRE

Ready Today



Preparing For Tomorrow

United States Coast Guard



FLOTILLA COMMANDERS NOTES:

*When doing anything for the Auxiliary--Call your
Flotilla Commander and advise them!*

FLOTILLA 61: K. Roman—

FLOTILLA 62: R. Siefert—

FLOTILLA 63: V. Stone—

FLOTILLA 64: J. Bradbury— The Flotilla is busy with summer activities such as VSC's and getting ready for the Buoy Ten season. There are packets to prepare, material to be ordered and sign up members to cover the ramps. It is difficult to judge how many volunteers we will have from outside the local area. I hope more folks decide to come or we will have a hard time covering the ramps, especially if the fish really come.

We are fortunate in getting interest from several prospective members and this is making everyone else more enthusiastic. We are busy planning and setting up the training these folks need to get involved.

We are continuing to work with our local fire depts. to sponsor safety fairs for kids. We now have loaner PFD stand at all the major launching ramps in the County. This ties in with our ongoing effort to get the message to every one launching here to wear their PFD, with of course, focus on the wearing of suitable PFD's by children.

We had a booth at the Astoria Air Show and talked to folks attending. Unfortunately it didn't appear to be a really good day for the show and the turnout was low. The weather was really nice so we can't blame the weatherman.

Some of our members have been involved in a Day Mark installation at the end of the jetty near La Push in Washington. It has been very interesting using helicopters from Group to transport the materials including concrete, out to the site. Hopefully we can all see how this went at a future Division meeting.

OPS We are very strapped by a lack of Facilities and until we can obtain more we probably will not be doing a great deal of Operations.

PE We would like to continue to use the ABC Course to offer instruction to the public, but we are going to look at the State Marine Board Course with an eye towards lowering costs. The local Sheriff's Marine Deputies are putting on no cost courses using the OMB material. It makes tough competition.

VE We are starting to man the ramps and are checking

a fair number of boats. Fishing for Sturgeon has been good and a lot of folks are fishing for them.

MT We are testing the Comms AUXOP course now.

PA We are still planning cooperative water safety kids programs with the local fire and emergency services providers.

Again, we will welcome any folks who are able to help with the Buoy Ten Safety effort. Check the website for Buoy Ten. Here it is. www.uscg.mil/d13/units/grastoria/default.htm

We continue to be excited about the possibilities for this year and look forward to seeing everyone.

FLOTILLA 65: E. Chaput— This past month I had the privilege of accompanying Rear Commodore Danny Dail and Division 6 Vice Captain Mel Chaput to visit Flotilla 52 in Eugene. Seems our friends/flotilla family is working on rebuilding Flotilla 52 and are lacking in a few areas like Crew and Coxswain and facilities. They need help getting their quals done for the year. Well, it was a good feeling to visit with John Marconi, FC 52 and George Darrough VFC 52 and be able to work together on some patrols this summer to help each other meet our summer goals.

Flotilla 65 summer goals are many. Saturday the ROV team, Dale, Amy and Ed Jacobs, accompanied by Jerry Pritchard and Chris Ruston are traveling to the Birthday celebration for the Auxiliary at the open house at Sector Portland. Mel and Emily Chaput will be conducting a TCT at the Fire Department at Chemeketa Community College with several Auxiliarists traveling up from Flotilla 52 to join Division 6 members. The first of several patrols is scheduled for July 7th at Foster Reservoir. We pulled from Flotilla 68 to get the needed Coxswains to assist with this joint training. The following weekend July 14th is the Sportsman's festival and we will be looking for facilities, crew and coxswains for actively patrolling for this event through the fire works, usually getting off the water around 1 a.m. Contact Robert Smith or Jerry Pritchard if you are able to help with this event. July 21st. is another joint training day on the water with DCP Dean Wimer and RCO Danny Dail coming to help coxswain and train the members of Flotillas 52 and 65 as they prepare for crew and coxswain.

At some point, East of the mountain, Phil Piazza will be conducting an ABC class in Central Oregon in July, building their membership in the detachment in hopes of going "flotilla" soon. There are currently 8 members and 4 in AP status. Phil and Jerry have several prospects. Flotilla 65, Valley side, has had 4 since January 1 sworn in as new

Flotilla Commander Reports on page 14

U. S. COAST GUARD'S DISTRICT 13 COAST GUARD DAY CELEBRATION AGENDA

**MONDAY, 6 AUGUST 2007, LORD HILL FARMS,
SNOHOMISH, WA.
1100-1500 HRS.**

SCHEDULE OF EVENTS

- 1000: Admission begins
- 1000 – 1200: Tickets for Argosy Cruise package raffle sold at admissions table.
- 1000 – 1330: Tickets for 50/50 raffle sold.
- 1100: Opening Ceremonies
- Colors pre-posted.
 - PACNORWEST MWR Director, Art Graddy welcomes everyone.
 - PACNORWEST MWR Director introduces outgoing District 13 Commander, RADM Houck.
 - RADM Houck's welcome, CG Day opening comments.
 - PACNORWEST MWR Director, Art Graddy, introduces District 13 Chaplin, CDR Finch, for the invocation.
 - Invocation by Chaplin Finch
 - Everyone joins in as we play the rendition of "Proud to be an American" by Lee Greenwood.
 - Picnic officially begins.

1110 - 1500: Music and fun-time activities, including face painting, kids inflatable jump, organized games and races (sack races, water-balloon toss, tug-o-war), kids playground, horseshoes, volleyball, tetherball, softball, pedal-powered go cart races, ping-pong tables, peddle boats, tractor-drawn wagon hay rides, miniature golf, and flag football.

1130 - 1400 : Food service begins (mesquite smoked chicken, hot dogs, baked beans hamburgers/cheeseburgers/garden burgers, potato salad, Caesar salad, dinner rolls, corn-on-the-cob, watermelon, chips, ice cream bars and popsicles, baked cookies, assorted sodas and water. Plus a no-host bar (beer and wine) from 1100 – 1400 hours.

1130 – 1430: Softball Tournament

1200 – 1300: Bingo.

1300: Baking (desserts) contest.

1330: Chief Warrant Officers Assoc. 50/50 raffle drawing, winner announced.

1400: Chief Petty Officers Assoc. Argosy Cruise Package raffle drawing, winner announced.

1500: Activities and games secured.

1500: Clean up begins.

District Thirteen 2007 Coast Guard Day Picnic

MONDAY, AUGUST 6TH FROM 1100-1500 HRS.
LORD HILL FARMS, 12525 OLD SNOHOMISH-MONROE RD.
SNOHOMISH, WA. 98290

Ticket Prices

TEAM Coast Guard Active Duty, Retired, Reserve, Civilian, Auxiliary and Dependents 13 years and older) June-\$3.00, July-\$4.00, Aug.-\$6.00. Dependent kids, 6-12 years old, June-\$1.00, July-\$2.00, Aug.-\$3.00. **Free for all children 5 years and under.**

Guests (anyone not in one of the above categories – friends, neighbors, other military, extended family, etc.) June-\$5.00, July-\$7.00, Aug-\$9.00. Guest children ages 6-12 yrs. old June-\$2.00, July-\$3.00, Aug-\$4.00. **Tickets may be purchased at the US Coast Guard ISC Seattle (Pier 36) fitness center's MWR Office. Cash/Check Only. Payment at picnic site is OK.**

Food

The menu includes hot dogs, ham/cheese/gardenburgers, mesquite smoked chicken, baked beans, potato salad, Caesar salad, corn-on-the-cob, dinner rolls, chips, watermelon, cookies, ice cream bar, and popsicles

Drinks

Lemonade, assorted soft drinks, bottled water and a No Host Bar.

Entertainment

Music, volleyball, softball, horseshoes, tetherball, kid's playground, competition games & races, kids inflatable bouncer, bingo, miniature golf, ping-pong tables, pedal-powered race cars, peddle boats, tractor-drawn wagon rides, face painting, and more.

Guaranteed fun for kids and adults, rain or shine!!!

Directions

From I-5 take I-90 East or 520 East to 405 North. Follow 405 North to exit #23 (522 East) to Woodinville. Stay on 522 East to the Monroe/West main St. exit. Exit and enter the roundabout circle and go to the fourth exit out of the circle (road that goes under the overpass). Proceed down this road exactly 3.4 miles from the overpass. Lord Hill Farms is on the right. You'll see signs indicating Lord Hill Farms and signs advertising the CG Day picnic. Military car stickers are not required to gain access onto the property.

For additional information contact,
Mr. Art Graddy, PACNORWEST MWR Director, 206-217-6357,
james_a_graddy@uscg.mil

2007 D13 COAST GUARD DAY PICNIC PRICE LIST BY MONTH

Tickets purchased at the Pier 36 MWR office in the fitness center. Cash or check only.

	JUNE	JULY	AUGUST
CG ACTIVE DUTY, RETIRED, RESERVE, CIVILIAN, AUXILIARY AND TEAM CG DEPENDENTS, 13 YEARS AND OLDER	\$3.00	\$4.00	\$6.00
TEAM CG DEPENDENTS, 6 - 12 YEARS OLD	\$1.00	\$2.00	\$3.00
GUESTS (ANYONE NOT IN THE ABOVE TWO CATEGORIES, FRIENDS, NEIGHBORS, OTHER MILITARY SERVICE MEMBERS, EXTENDED FAMILY MEMBERS), AGES 13 AND OLDER	\$5.00	\$7.00	\$9.00
GUESTS, CHILDREN, AGES 6 - 12	\$2.00	\$3.00	\$4.00

Staff Reports Continued from Page 7

had 15 students and all passed the course.

The schedules look pretty bare as far as boating classes go, but this is a good time to be using Instructor candidates for member training sessions. If you know of someone who would make a good instructor then give them a little encouragement.

SO-PS: G. Kobes—

SO-VE: F. Milbradt—

SO-UF/Protocol: D. Dail—

Chaplain: F. Gillock— I am having the time of my life. I, so very much, enjoy serving all of you.

The month of June began with the Division 06 meeting at Tillamook (fishing trip on Thursday 29 May), which I addressed our Division with the reality of Crisis Incident Stress Management (CISM), and provided prayers for each day.

This was followed with regular daily visits to the Cape and the monthly visit to Grays Harbor.

I capped the month with the Southern Area Conference where I presented CISM to the Southern Area.

I will also provide a burial at sea service 22 June 07.

I also will have help coming, HOOORAY! With the news letter (maybe we will get this right yet).

Last but not least, on 7 June I provided prayers for the change of command for our commander at Cape Disappointment, Lt. Jamie Frederick and, welcomed our new commander at Cape Disappointment, Lt. Hobbie.

I would remind each of you to look around you and reach out to those Auxiliarist's who are ill or have lost loved ones and assist them in any way you can. A prayer would help a lot. Please keep me informed of any and, all who need to be contacted due to illness or a loss of a loved one.

The month of July looks to be a busy one and I will keep you all in my prayers and would request you do the same for me.

"The fear of the Lord is the beginning of knowledge, But fools despise wisdom and Instruction". Proverbs 1:7



Auxiliarist Dan Carry on a CG 47' MLB with our division Chaplain Frank Gillock on 22 June at CG Station Cape Disappointment during a burial at sea

FAMILY IMPROPERLY WEARING LIFE JACKETS RESCUED BY ALERT BOAT CREW

**Training pays off as Coast Guard Auxiliarists
rescue a panic stricken family!**

*By Joseph P Cirone, U.S. Coast Guard Auxiliary,
Department of Public Affairs*

Photo credits - Joanne Thomas, FL 14-01, 11sr



Riding low in the water

NORTHRIDGE, CA – As the annual National Safe Boating Week (NSBW) began, Joanne Thomas, a member of USCG Auxiliary Flotilla 14-1 (District 11-SR), was thinking about this year's NSBW theme, which encourages boaters to "Be a Survivor!" by wearing their life jackets.

Thomas, reflecting on her role in helping save the lives of three boaters two weeks ago, said the wearing of life jackets is only half of the equation. Her experience in the recent

Family Continued on page 12

Family Continued from page 11

rescue reminded her that the other half of the life-saving formula is making sure that the life jacket is the proper size and is properly fastened.

On May 6, 2007, three members of a Los Angeles area family looking for fun on nearby Pyramid Lake, climbed aboard a Personal Watercraft (PWC) after putting on life jackets. The PWC was designed for two people. "It was obviously overloaded. The water level covered their ankles," Thomas recalled.



A close call

Recognizing the family's situation as unsafe, Thomas along with three other seasoned USCG Auxiliary members and three trainees, kept an eye on the family from a short distance away.

Earlier in the day, coxswain and facility owner, Robert Uy, led a variety of "man overboard" training drills for the newer members, aboard an Auxiliary vessel. Seeing the family pass the patrol boat, he pointed them out as an example of why the Auxiliary continues teaching boating safety education courses and yearly spends thousands of hours conducting search and rescue safety patrols.

Fifteen minutes later, the Auxiliary boat crew was busy using their "man overboard" training, rescuing the panicked and physically challenged family, after their PWC capsized. "The father was fatigued, out of breath, and had pain from leg cramps, as he and the mother tried to rescue the panic-stricken child, who was swallowing water" Thomas explained.



A good outcome

Each year, nearly 700 people die in boating accidents. Nearly 90% of the fatalities do not wear a life jacket. This year's NSBW theme builds upon last year's theme – "Wear It." Together, the two themes combined can be expressed as, "Be a Survivor! - Wear It!"

The unfortunate family was lucky that the Auxiliary crew saw the potential for an emergency and was nearby when they needed rescue. In addition to overloading the PWC, two of the family members had the incorrect life jacket size on. The father wore a child's size and the child wore an adult size and failed to fasten all of its straps, according to Auxiliary member Tom Pelosi, who spotted the family in the water.

Erika Clemons, Coordinator of this year's NSBW campaign for the National Safe Boating Council, cautions boaters donning life jackets to "Put it on properly before you are in the water. There's no reason not to wear it! Much like a helmet to a biker or skate boarder, life jackets are an essential part of boating safety and should be worn at all times when on the water."



Thomas and her fellow Auxiliary boat crew members will not soon forget the day's lesson – in order to "Be a Survivor!" boaters have to "Wear It," properly! Something of additional value they can pass along to students in future boating safety courses and during public appearances.



Richard Siefert, Flotilla 62, receiving congratulations for his long years of service to the USCG Auxiliary



Division 6 Captain Dean Wimer receiving plaque from LCDR Kelly Boodell of D13 for Division 6's winning of the Golden Quill Award for its newsletter "Flag Hoist" for 2006 while Commodore Bruce Miller looks on. Presented at Southern Area Conference, Florence, Oregon.



Division 6 Board meeting at Tillamook



S L Cox of Flotilla 54 and M & K Turley of Flotilla 65 cut up during the Souther Area Conference on June 16th in Florence

FM COMDT COGARD WASHINGTON DC

ALCOAST 302/07

COMDTNOTE 5100

SUBJ: Summer Safety Precautions

1. A mishap is any unplanned, unexpected, or undesirable event causing injury, occupational illness, death, or property damage. To minimize the chance that we will be involved in a mishap this summer, each of us must take responsibility for identifying and managing the risks inherent in our summertime activities. By anticipating the unexpected, and having a plan on how we will manage changing conditions, we can greatly reduce the likelihood that a mishap will occur. Use the following safety information to help identify potential risks you may face this summer.

2. Heat injuries. Be aware of the dangers associated with heat exposure and take steps to protect yourself.

a. Heat cramps. These painful cramps occur when the body loses large amounts of salt, minerals, and fluid. Large muscles such as the legs, arms, and abdomen are particularly susceptible. Heat cramps can occur alone or can be accompanied by heat exhaustion. The body temperature is usually normal. Prevention: take frequent breaks and drink fluids. First aid: replacement of electrolytes and fluids is a primary concern. Do not give salt tablets to persons with high blood pressure.

ALCOAST 302 continued page 14

Flotilla Commander Reports from page 09

members and 2 in AP status. (That's a total of 6 in AP status in the flotilla).

August 4th we plan to join the Division 6 Hagg Lake Iron Man Competition and August 18th will be another training day, currently scheduled for Foster but we may be willing to travel to Fern Ridge Reservoir near Eugene if need be.

NACON is coming up starting August 30th in Portland. It is my recommendation that anyone even interested in meeting our National Commodore consider attending either the Banquet on Saturday night or any of the trainings all day on Saturday. Also, District 13 meeting will be conducted on Sunday, September 1st. Since this is so close, it would be a wonderful time for those close to see what District functions include.

Any of our training events or days on the water are open to anyone wanting training. There will be Auxiliaries working with "book work" onshore as those on the water are checking off tasks and running evolutions. It might be hard to get too many who are interested in training for crew and coxswain or are willing to help facilitate the learning process. Bring a sack lunch!! Let me know so we can count on you. .

FLOTILLA 66: S. Langué—**FLOTILLA 68: H. Henry—**

VPC Mel Chaput finishing up an exercise at the Southern Area Conference in Florance on June 16th.

**ALCOAST 302 continued from page 13**

Salt from a normal diet is sufficient. Drink plenty of fluid and eat foods rich in potassium.

b. Heat exhaustion. With heat exhaustion, the victim sweats profusely, feels weak and nauseated, and sometimes will vomit. The skin is cool, moist, and pale. Body temperature may be slightly elevated. Prevention: reduce workload, drink plenty of fluid and take breaks. First aid: take the victim to a shady area and have him/her drink plenty of water to cool the body.

c. Heat stroke. Heat stroke results when the body loses control of its thermo-regulatory mechanism, and the main avenue of heat loss (cooling by evaporation of sweat) is blocked. Body temperature may rise in excess of 106 degrees. This is a life-threatening emergency. The individual stops sweating, the pulse is weak and rapid, the skin is hot and dry, and the victim can go into convulsions or lose consciousness. Prevention: follow the same preventive measures for heat cramps and heat exhaustion. Be wary of the signs and symptoms as the onset of heatstroke is sudden. First aid: get medical assistance as soon as possible. Immediately cool the body. Take the individual to shade, loosen clothing, wet the victim's skin and fan them. In extreme cases, use an ice bath if available or immerse the victim in cool water to reduce core temperature. One attack of heat stroke predisposes a person to a second attack, so avoid subsequent exposures.

3. Insect-borne disease prevention. During warmer months, insects capable of transmitting disease are more active. The following guidance can help to protect you against insect-borne diseases.

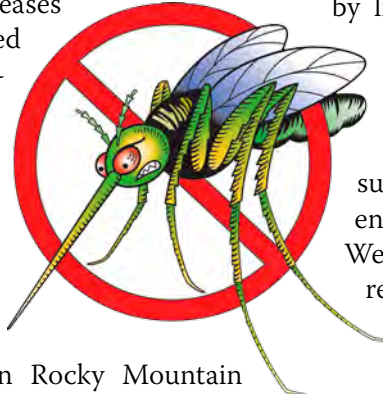
a. Ticks. Ticks can carry diseases such as Lyme disease, Rocky Mountain spotted fever, and ehrlichiosis. Ticks are typically not found in well-manicured lawns, but in tall grasses or brush. Avoid these areas and use insect repellents to reduce your risk of disease. Wear light colored clothing (allows you to see ticks crawling) and tuck pants into boots in areas where ticks are present. After returning from tick-infested areas, check all body parts for ticks using a hand-held or full-length mirror (especially the groin, armpit, behind the knees and in head hair). To remove ticks safely, use fine-tipped tweezers. Grasp the tick as close to the skin surface as possible and pull upward with steady, even pressure. Do not twist or jerk the tick as the mouthparts could break off and remain in the skin (if so, remove the mouthparts with tweezers). Do not squeeze, crush or puncture the

ALCOAST 302 continued page 15

ALCOAST 302 continued from page 14

body of the tick. After removing the tick, disinfect the bite site and wash hands with soap and water. Save the tick to assist medical personnel in identification should illness occur.

b. Mosquitoes. Mosquitoes can transmit diseases such as West Nile virus, St Louis encephalitis, eastern equine encephalitis, dengue fever, malaria, and yellow fever. The risk of these diseases can be significantly reduced by eliminating mosquito-breeding areas. Drain all standing water, naturally occurring or manmade. Wear shoes, socks, long pants, and long-sleeved shirts. Use insect repellents to reduce your risk of disease.



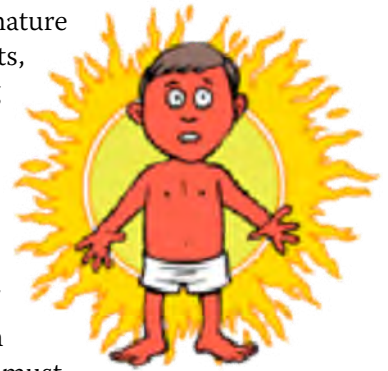
c. For more information on Rocky Mountain spotted fever, lyme disease, ehrlichiosis, West Nile virus, dengue fever, malaria, St Louis encephalitis, and yellow fever, see the following website: <http://www.cdc.gov/ncidod/diseases/index.htm>

4. Insect repellents and insecticides. The most effective insect repellent ingredient is commonly known as deet. Products containing 30 to 35 percent deet offer the best protection with the lowest possibility of side effects. Rarely, some people may have adverse reactions to deet. Since very young children are more vulnerable, adults should apply deet-containing repellent to children. Don't apply deet to infants less than 2 months old. Be aware that deet can also dissolve plastics such as watch crystals and eyeglass lenses. Deet containing insect repellent is available in the stock system (6840-01-284-3982).

5. Weather safety. Thunderstorms can feature winds that can exceed 100 mph and rival the damage caused by a tornado. Flash flooding, the number one cause of deaths associated with thunderstorms, killed more than 76 people in 2006. Tornadoes can produce winds in excess of 250 mph and stay on the ground for 50 miles. Tornadoes caused 67 fatalities and 898 injuries in 2006, and lightning resulted in 47 fatalities and 246 injuries. Early warning is the key to implementing risk mitigation strategies related to weather. Whenever your plans will take you outdoors, review the forecast beforehand and take a weather radio with you to obtain information on changing weather or approaching storms. More information can be found at: <http://www.weather.gov/os/hazstats.shtml>

6. Sun exposure. Sunlight contains ultraviolet (UV)

radiation, which can cause premature aging, wrinkles, cataracts, and skin cancer, including melanoma. The American Cancer Society estimates that more than one million Americans get skin cancer each year, leading to over 12,000 deaths. Protect yourself by limiting exposure between



1000 and 1600. If you must be out, wear long sleeve shirts, long pants and a wide brim hat, or use sunscreens with a skin protection factor (SPF) of 15 or higher. Apply sunscreens 30 minutes before going out into the sun, ensure all exposed skin is covered and reapply periodically. Wear UV-absorbent sunglasses, and remember, sunlight reflected by water and sand exposes you to greater UV rays. More information can be found at: <http://www.cdc.gov/cancer/skin/>

7. Food borne illness. Be cautious about food preparation and handling. Clean - wash hands and food preparation surfaces often. Separate - avoid cross contamination of cooked and uncooked food during preparation, grilling and serving - this is a prime cause of food borne illness. Cook - to ensure that harmful bacteria are killed, use a food thermometer to ensure meats are cooked to the proper temperature when using a grill. Chill - keep cold foods cold. Meats and salads should be kept in an insulated cooler packed with several inches of ice. Keep coolers out of vehicle trunks and store in a shaded area. Replenish ice in coolers frequently to keep the temperature range constant. Put leftover perishables back on ice once you finish eating so they don't spoil. More information can be found at: <http://www.cdc.gov/foodsafety/>

8. Commanding officers and officers-in-charge are encouraged to share this information with unit personnel at all-hands safety briefings, and with family members through the best available means. Take the time to impress upon all members of your immediate cg family that there are very few "unique" or "new" types of mishaps, but without appropriate risk management on and off duty, it is easy to have many "new victims". Additional summer safety information can be found at: http://www.uscg.mil/hq/g-w/g-wk/wks/rec_safety.htm.

More information about the "critical days of summer" can be found at: <http://www.safetycenter.navy.mil/seasonal/criticaldays/default.htm>.

11. RADM MARK J. TEDESCO, Director Of Health And Safety, sends.

The flyer to the right is requesting help for the Columbia Cup Hydro Races in Kennewick, WA the last weekend of July. Leroy Gamble is your POC if interested.

What makes this different from previous years is that we have been able to obtain travel funds for coxswains and crew that live outside the tri-cities area. We especially encourage people from the coastal areas of Oregon and Washington to participate.

One of the strategies we have been pursuing is the improvement of our ability for our surface ops and radio facilities to operate outside their home area. We may find a time when moving resources from inland to the coast or from the I-5 Corridor inland will be needed. Most of us that live along I-5 (or west) have little or no experience operating on the inland waters. DIRAUX has made dollars available to support this interoperability training. If you are able to participate, please do so and be prepared to learn river operations in the Eastern Area.

The days are long and relief crews will be needed just to cover the operating hours of the days. Leroy outlines more of the requirements in his attachment.

Contact him regarding interest in participating or questions about the mission.

Thank you for all you are doing.

Bruce Miller
District Commodore

Columbia Cup Hydro Races - Request for Help

Operational Facility Owners, Coxswains and Crewman;

It is again Columbia Cup Hydro Race time in the Tri-Cities, racing is on 27, 28 and 29 July. Flotilla 85 is planning the Auxiliary support for the event. We are asked to provide support for maintaining the anchor-line and enforcing the No-Wake zone adjacent to the anchor-line this requires at 9 facilities on station for preferred coverage.

Facilities

Flotilla 85 is asking for support from throughout the District, primarily Division 8. We need facilities that can maneuver in close quarters. PWC's and trailerable facilities up to about 26 ft work well. PWC's and quick facilities work really well in the approaches to the no-wake zone to keep boaters from disrupting the anchor line.

For the event we operate out of CG ANT Kennewick. There is a BBQ and orientation meeting 1730 26 July. On 27, 28 and 29 July the river will be closed from (about) 0800 till 1800 this requires us to be on the river from (about) 0700 till 1900 therefore we run two shifts each about 6 hours long. Therefore we need to supply 18 facilities per day.

Coxswains and Crewman

We also need extra Qualified Coxswains and Crewman.

Patrol Orders

For Operational Facilities I will request the Standard Regatta Patrol orders through Sector Portland for the event. Due to accounting needs please don't request your own orders. I need to know Facility Owner, Coxswain and Crewman names to request orders.

New this year Travel Orders

We will be able to get travel orders for members from outside Tri-Cities area that provides support for the event.

The travel orders will cover:

- Meals for all out of area members.
- Mileage for members that do not travel with a Facility that is under patrol orders.
- Lodging for out of area members that are not using RV's.

I will submit the request for Travel Orders. DIRAUX needs the travel order request by 29 June 2007

General

It is a long (sometimes warm) weekend but it is always enjoyable. There will be pass's available to get into the races when you are off patrol. Also there are several other events going that weekend in the area.

Anyone interested in helping us with this event please contact me by e-mail (preferred) or phone for additional information. I will be out of area for about 10 days starting 10 June.

Thank You

Leroy D Gamble IPFC, FSO-OP F-85	Phone	(509) 943-3702
1522 Torthay Ct.	Cell	(509) 531-7448
Richland WA 99354-2819	e-mail	ldgamble@gte.net



COAST GUARD AUXILIARY CELEBRATES 68 YEARS OF SERVICE TO AMERICA

All-Volunteer Organization, founded in 1939, assists the U.S. Coast Guard with many missions

SACRAMENTO - On Saturday, June 23rd, the Coast Guard Auxiliary celebrated its 68th year of service to the United States Coast Guard and the American people.

The U.S. Coast Guard Auxiliary is the uniformed volunteer component of the United States Coast Guard. Created by an Act of Congress in 1939. The Auxiliary directly supports the Coast Guard in all missions, except military and law enforcement actions. The Auxiliary is the primary provider of boating safety outreach and education for the Coast Guard.

According to Adm. Thad Allen, Commandant of the U.S. Coast Guard, "The U.S. Coast Guard Auxiliary provides an invaluable service to our Nation. We rely on their generosity and patriotism to help keep Americans safe and secure all around the country."

The Coast Guard's philosophy is to be SEMPER PARATUS (ALWAYS READY) against all threats and all hazards. The Coast Guard Auxiliary is an integral part of that philosophy and the Coast Guard Forces.

"The Auxiliary is an integral part of the Coast Guard and they assist with virtually every Coast Guard mission. We couldn't do what we do without them," said Adm. Allen.

Auxiliary members conduct safety patrols on local waterways, assist the Coast Guard with homeland security duties, teach boating safety classes, conduct free vessel safety checks for the public, as well as many other activities.

The Auxiliary has members in all 50 states, Puerto Rico, the Virgin Islands, American Samoa, and Guam. To join the Coast Guard Auxiliary, call 1-877-875-6296 or visit www.cgaux.org <<http://www.cgaux.org>> .

-###-

Some highlights of statistics for the Auxiliary in 2006 include the following:

- Total hours contributed by the Auxiliary - 4,129,552
- Lives saved - 689
- Persons assisted - 18,972
- Property saved - \$ 143,861,122
- Boating safety classes completed - 3,484
- Vessel Safety Checks completed - 122,852

LIGHTHOUSE STAMPS TELL OF HISTORY

By RANDOLPH E. SCHMID,
The Associated Press

WASHINGTON (AP) — George Larsen jumped out of bed and pulled on his jeans, thinking an earthquake was shaking Hawaii's Diamond Head lighthouse, where he worked as a Coast Guard radioman.

But it wasn't nature: War arrived that Sunday morning, Dec. 7, 1941, as Japanese bombers swept in to attack the nearby Pearl Harbor Navy base.

Larsen ran outside to see what was happening as three torpedo planes roared overhead. He could see smoke rising from the Naval station and plumes of seawater blasted into the air.

To many people lighthouses conjure up a lonely life in an out-of-the-way location, but that wasn't the case at Diamond Head, one of five Pacific lighthouses being commemorated on new postage stamps and postal cards.

The 41-cent stamps and 26-cent cards feature Diamond Head Light, Five Finger Islands Light in Alaska, Grays Harbor Light in Washington, Umpqua River Light in Oregon and St. George Reef Light in California.

The stamps and cards go on sale nationwide Thursday. Other lighthouses, including those on the East Coast and Great Lakes, have been featured on past sets of stamps.

Dan E. Peckham served at both Umpqua and Five Finger lights as a Coast Guard chief petty officer.

"Five Finger Light is so isolated, located all alone on about an acre of rock," said Peckham. "I missed my family a lot. The crew and I stayed busy scraping and painting and doing everything we could to care for and preserve the Five Finger Light. It was the least we could do — its tour of duty is a lot longer than ours."

He recalled a cruise ship going aground near Five Finger in 1982, an isolated area where a crew of four manned the light for a year.

Lighthouses continued on page 18



Lighthouses continued from page 17

"We made about 40 gallons of coffee," he recalled, and collected every blanket and first-aid kit that could be found in case the crew and passengers had to be brought to the lighthouse.

As it turned out, there were enough ships in the area to remove the people, though some had to be taken for medical care by helicopter.

He's delighted with the idea of having the lights on postage stamps.

"I think it's kind of cool, to recognize the old sentinels built back in the sailing days," Peckham, of North Bend, Ore., said in a telephone interview.

Larsen, of Novato, Calif., says working as a radioman at a lighthouse was a "gravy job," at least until the bombs started falling.

Even then he wasn't sure what was happening. He thought it might be Army war games, even though it was Sunday.

He could see the red ball insignia on the planes and knew it wasn't U.S. Navy, but thought it might be Army in disguise. But when local radio stopped regular programming the lighthouse crew realized what was going on.

A fishing boat called in saying an Army pilot must have gone crazy and was attacking them and they were sinking. Larsen passed the message along, but there was little that could be done to help.

A passenger ship that had left the night before radioed in to ask what was going on and Larsen replied that they were under attack by unknown planes — the Coast Guardsmen were afraid to say Japanese planes, because of diplomatic issues, he said in a telephone interview.

He then told the ship that it had better stop sending radio messages, in case submarines were listening in.



Grays Harbor and Umpqua River Lighthouses are just two of the collection of 5 Pacific Lighthouses offered by the USPS

U.S. Postal Service: <http://www.usps.com>

PAST TRAGEDY LEADS TO SAFER FUTURE

By Jeffrey Pollinger, U.S. Coast Guard

On the night of February 12, 1997, the crew aboard a 31-foot sailboat, the Gale Runner, became trapped during a violent storm in the waters off the rugged and often dangerous Pacific Northwest coast near La Push, Wash. The master attempted to escape the fury of the storm by sailing to a nearby marina, but that attempt was thwarted when 25-foot waves and 30-knot winds demasted the boat and blew out hatches and portholes.

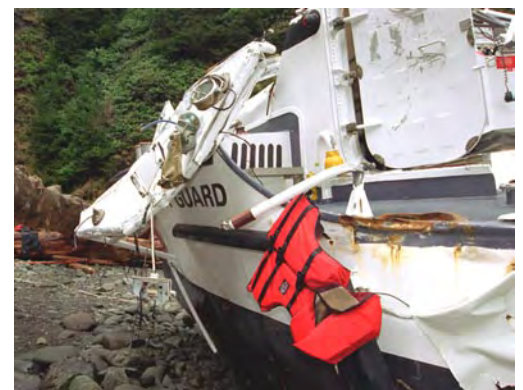
After the vessel became flooded and the engine failed, it began to drift dangerously toward nearby rock formations. The crew called for help.

First to answer the call was a search and rescue crew from Coast Guard Station Quillayute River, Wash. Within minutes, the four-man crew did what Coast Guard small boat crews are known for doing - heading into treacherous waters while other mariners retreat.

As their 44-foot, steel-hulled motor lifeboat (MLB) crossed the Quillayute River bar and plunged into the storm, a towering wave rolled the boat. The boat righted itself and the crew pressed on. The tumultuous sea struck back and rolled the boat two more times, ripping the superstructure off and leaving three of the four-man crew in the churning waters.



LA PUSH, Wash. - Coast Guard motor lifeboat 44363 rests on James Island after capsizing in 25-foot seas during a rescue mission. Three of the four-man crew were lost. Feb 12, 2007 marked the tenth anniversary of the accident. (Coast Guard photo by Della Price).



Miraculously, the fourth crewman remained tethered to the boat and made it to land after ocean currents pushed

Past Tragedy continued page 19

Past Tragedy continued From page 18

the crippled boat onto nearby James Island.

Lost in the accident were Petty Officer Second Class David Bosely, Petty Officer Third Class Matthew Schlimme and Seaman Clinton Miniken.



LA PUSH, Wash. - A wreath and flowers rests near a Coast Guard motor lifeboat memorial at Coast Guard Station Quillayute River Feb. 12. The memorial is dedicated to three crewmen who were lost during a search and rescue case. Feb. 12 marked the tenth anniversary of the accident. (Coast Guard photo by Jeff Pollinger).

The two people aboard the battered sailboat were later rescued by a Coast Guard helicopter crew moments before the boat struck the rocks.

February 12, 2007 marked the tenth anniversary of the tragic accident. Although ten years have passed, few people in the Coast Guard's small boat community have forgotten about the men who made the ultimate sacrifice while trying to save the lives of two total strangers.

This anniversary, like in years past, a wreath and flowers were placed at the station beside a brass and granite memorial of a 44-foot MLB in the surf. Station personnel, local citizens, members of the nearby Quileute Tribe and family gathered around the memorial to remember the men.

Today, some family members of the lost crewmen still live near the semi-isolated station.

The surviving crewman, Ben Wingo, is still in the Coast Guard and serving as an aviation machinery technician at Air Station North Bend, Ore. Crews at the Quillayute Station still respond to distress calls, sometimes in heavy surf, wind, darkness and driving rain, just like the crew of MLB 44363 did that tragic night.

The deaths of Bosely, Miniken and Schlimme were not in vain. The accident prompted the Coast Guard to take a closer look at small boat operations and make changes in an effort to prevent further loss of life and improve readiness.

In the past, surfmen, as with all other boatswain's mates, were required to complete a tour of duty on a Coast Guard cutter before being eligible for advancement to chief petty officer.

As a result, surfmen transferred to cutters could not practice their trade and eventually lost their certifications. Their replacements at the stations required years of training to qualify creating a shortage of surfmen, as was the case at Station Quillayute River in 1997.

Surfmen are no longer required to serve aboard a cutter in order to be eligible for advancement to chief. As a result of this policy change, the highly-trained boat operators normally stay at units that require their skills. In addition, a higher concentration of surfmen at small boat stations means that there are more opportunities for would-be surfmen to train under their guidance.

Admiral James Loy, former commandant of the Coast Guard, spoke about the issue during a State of the Coast Guard Address. "The heart of the problem is that it takes a lot of on-the-job training for a coxswain to become a qualified surfman. That training can happen only when an operational unit has a properly rested trainer available to work with a properly rested trainee and the proper surf conditions prevail," he said.

Risk assessment has become an important part of the decision making process for Coast Guardsmen who work in dangerous environments. Since 1998, Team Coordination Training for operational personnel is a requirement. The training teaches members how to analyze potentially hazardous situations while working together as a team. A major part of the curriculum focuses on knowing one's limitations before taking action.

"Anytime we go into the surf, we have a briefing and agree on our limitations" said Chief Warrant Officer Rick Spencer, Commanding Officer of the National Motor Lifeboat School. "Our number one priority is safety."

The Coast Guard has also phased out the 1960's era 44-foot motor lifeboat with faster and more maneuverable 47-foot motor lifeboats. These aluminum boats have a top speed of 25 knots - more than twice the speed of the old 44-footers. That extra speed gives the operator more of a chance to evade large waves rather than confront them head-on.

Past Tragedy continued page 20

Past Tragedy continued From page 19

Other benefits include an enclosed bridge and state of the art electronics, that the 44- footer lacked.

“The forty seven is more technologically advanced and more forgiving than the forty-four footer was,” said Spencer.

Since the 47-footers have been in service, there have been a number of safety upgrades. Shock-absorbing seats with shoulder harnesses have been installed and modifications made to the engines and electrical systems have improved the vessel's reliability. In an effort to improve communication between the coxswain and crew aboard motor lifeboats, the National Motor Lifeboat School plans to begin testing a wireless communication system similar to the hard-wired communication systems used on helicopters. In a marine environment where the wind is howling, the waves are crashing and crewmen are pelted by driving rain, the system could prove to be an invaluable tool.



Ilwaco, WA (Nov. 4)-- A 47 ft motor lifeboat trains in waters off the coast of Station Cape Disappointment, WA. USCG photo by MULLER, RICH PACS

New safety equipment has also been issued to small boat personnel. Personal electronic positioning indicating radio beacons, which transmit a person's position in an emergency, are now required to be worn while underway. Safety helmets, harnesses and other gear worn by crews have also improved.

The Surf Operations and Surfman Training Advisory Group, comprised of senior surfmen and personnel at Coast Guard headquarters in Washington, D.C., was chartered in 2000. The group was formed to ensure that the needs of units that operate in surf and heavy weather conditions are met and that program leadership and management are continually linked to field realities, according to Lt. Matthew Buckingham, who is assigned to the Coast Guard's Office of Boat Forces.

The Prospective Surfman Program was established in 2003 according to Buckingham. The program is intended to attract, identify, and select prospects; and to properly guide, train, and develop more surfmen trainees.

A new training program utilizing a MLB boat simulator is being developed at the National Motor Lifeboat School in Ilwaco, Wash. The simulator was purchased in 2006 and upgraded in January. Although the simulator is a safe alternative to training in the surf, Coast Guard crews will always have to train and perform rescues in dangerous seas.

The Coast Guard has taken many steps to make rescue operations in the small boat community as safe as possible - but it will never be possible to completely eliminate the risks associated with performing rescues and training in rough seas.

Retired Chief Warrant Officer and former surfman Scott Clendenin sums up what accidents like the one at Station Quillayute River demonstrate: “What we do every day is very, very dangerous.”*

* Quote taken from [The Rescue of the Gale Runner](#), by Dr. Dennis Noble

ABOARD USCGC ACTIVE

Danny Dail,

As RCO-S, I received an invitation to attend a luncheon hosted by Vice Admiral Wurster, Commander, United States Coast Guard Pacific Area, aboard the USCGC ACTIVE at the Portland Rose Festival. Leadell and I first drove to Sector Portland where we met up with Bob Mell, PRCO-S, where he and his crew ferried us and Earl Markham,



Aux Danny Dail and LT Katie Blanchard, CO, USCGC HENRY BLAKE

PVCO, another invitee, to the steam tug Portland where we disembarked and transited to the waterfront (the tug was closer to the level of the facility). A short walk brought us to the USCGC ACTIVE where we boarded, hopefully using the right protocol.

Once aboard we mixed and mingled with the other guests that included, Coast guard personnel, including Rear Admiral Houck, Commander, United States Coast Guard District 13 and Captain Gerrity, Commander, Sector Portland; U.S. Navy personnel, Canadian Defense Force



MKC Brian Mills of the USCGC ACTIVE and Aux RCO Danny Dail.

personnel, member of Governor Kulongoski's office, dignitaries from the City of Portland, Rose Festival Directors and Brian Rollins, Flotilla 73, the other Auxiliarist invited.



Helo Rescue Demo

Two of the people we met, with an association with the Auxiliary, were Lieutenant Katie Blanchard, Commanding Officer, USCGC HENRY BLAKE; home ported at Everett, Washington and Machinery Technician Chief (MKC) Petty Officer Brian Mills of the USCGC ACTIVE. LT Blanchard said Dale and Amy Jacobs, Flotilla 65, had just been aboard the HENRY BLAKE that morning and in the past had been very helpful with their remote operated vehicle. She is looking forward to working with them this summer. MKCPO Mills asked if I was in the Auxiliary and where I was from. I said yes, and that I lived in Dallas, Oregon and was a member of the McMinnville Flotilla. He then asked if I had ever known Vern Buell at Tillamook Bay. I answered, yes indeed; I knew him and saw him often. He said he had been stationed at Station Tillamook Bay from 1988 to 1991 and he had such good memories of Vern and all the help he had given to the Coastguardsmen that were stationed there. What a great legacy to be remembered almost twenty years later!

During the afternoon, a helicopter from Air Station Astoria came and performed two practice rescues with their rescue swimmers. The demonstration drew quite a crowd on the bridges and boardwalk and the onlookers were most appreciative when it was over. Very Professional! It was worth getting sprayed!

After the event was over we returned the same way, but on John Thomas' (FC 71) facility. All in all an enjoyable day and I was proud to have the opportunity to represent the Southern Area.

Photos by Leadell Dail, SO-IS, Division 6



Aux Earl Markham, Aux RCO Danny Dail, RADM Houck, Commander USCG D13 and Aux Brian Rollins.