



District 11SR

COMMODORE'S BULLETIN & DIRECTOR'S NEWSLETTER

Working Together



Photo by Roy Berrios,
Flotilla 35

Volume 9
Issue 2
May 2009

Featured in this Issue:

- Farewell Message
- Auxiliary Inspector of the Year
- Baker to Vegas 2009
- Operation Gravesend
- USCG Bertholf & "Mr. Chips"

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Please mail hardcopies or data CDs/DVDs to:

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Next Submission Deadline:

20 JUNE 09 | July 2009 Issue

Cover Photo: The USCGC Bertholf was docked off the Broadway Pier in down town San Diego, one Pier over from the USS Midway Museum. Photo by Roy Berrios, Flotilla 35.

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IN THIS ISSUE. . .

...members have the opportunity to see a wide variety of activities that have occurred across the district.

From an Auxiliarist of the Year to the recent joint operation between the Auxiliary & the USCGC Bertholf to information about the upcoming increase in US Postage rates, this issue is filled with many updates. In addition to these activities, we are going to say good bye to two gentlemen who have made tremendous impacts during their tenure in District 11SR. As CDR Symons & CWO Ruleman move forward into their futures, we dedicate this issue to their service and support. Without their leadership, we would not be where we are today.

Fairwinds and following seas to you both.

DIRECTOR OF AUXILIARY



Unfortunately this will be my last article in the “Commodore’s Bulletin/Director’s Newsletter”. As with any military assignment, it’s always temporary. My three-year assignment as Director of Auxiliary is up this summer. I’d hoped to extend in the position one more year, but the Coast Guard assignment process didn’t work in my favor this time. So after 36 years of military service, I’ve decided to retire.

If you’ve been to any of this year’s Changes of Watch this won’t be news to you. And it won’t be news to you how highly I think of the Auxiliary organization. My first true relationship with the Auxiliary came when I was stationed at MSO/Group LA-LB back in 1997. I was assigned to develop a “Dock Walking” program that made use of local Auxiliary resources. Working with Rear Commodores Ben Strauss and Roy Garrabrant, we began a program of educating local marinas and tenants about pollution prevention. I was invited to give a workshop at the 1997 District Conference and to also attend the Commodore’s Banquet on Saturday night. After my wife & I were treated to a great dinner (and several “*two guys walk into a bar*” jokes by CAPT Hathaway) I capped off the evening by winning the grand prize in the raffle, a marine radio.

Well, I didn’t forget that introduction to Auxiliary fellowship & camaraderie. When I was offered the opportunity to take the Director’s job three years ago I accepted immediately, and I haven’t been sorry since. I’m continually amazed by the dedication & commitment Auxiliarists display on a daily basis. Whether it’s on patrol, augmenting an Active Duty unit, behind the scenes planning an event, or performing one of the almost unlimited tasks needed to keep the Auxiliary organization running, you do it all with a smile. Whenever I’m asked by someone what the Coast Guard Auxiliary is, I find it hard to give a short answer...there’s so much to tell and be proud of! You truly are America’s Finest Volunteer Service.

As I move onto civilian life, I ask that you give the same assistance and support to my relief, CDR Greg Matlin, as you gave me. And likewise, I will charge CDR Matlin with providing you the support and leadership you deserve. As Annette and I will remain in our home in Irvine we won’t be too far away to keep in touch with the many friends we have made. All Auxiliary members are invited to my retirement ceremony on Monday, June 29th at 1030 on board ISC San Pedro. Group invitations will be sent out to the Division Commanders so please RSVP to them.

Semper Paratus,
CDR Dick Symons

FROM THE DESK OF THE COMMODORE

By Michael Johnson, District Commodore

A number of members have asked why Marine Safety (Prevention) has been put under “Response” in District 11 SR; the answer lies in the way the word “Prevention” is used by the Auxiliary and the Active Duty Coast Guard. The Coast Guard Recreational Boating Safety mission (RBS) has been largely given to the Auxiliary to handle due to the increased Active Duty emphasis on marine safety and security post-9/11. RBS includes PA, PE, PV and VSCs – missions which we carry out with private individuals as members of the general public. This RBS mission is referred to as “Prevention” within the Auxiliary because its primary purpose is to “prevent” recreational boating accidents among the general public and promote awareness of environmental protection by providing clean boating education.



Within the Active Duty Coast Guard, “Prevention” is taken to mean the avoidance of marine incidents/accidents within the commercial maritime public sector industries and the protection of our ports and coastlines as well as the marine environment – many of these activities involve some degree of law enforcement by Active Duty members and require specialized training in marine safety, security and environmental protection for Auxiliarists who wish to augment at one of the Sectors. These areas include activities such as “support for marine environmental response assistance, port safety and security inspections, commercial vessel safety and security inspections, container inspection assistance, mariner licensing/documentation/course audits, area contingency planning, waterways management, MDA/AWW, MISLE support and environmental education”, most of which are not part of the Auxiliary RBS mission, but are closely aligned with the Prevention and Response Department activities of the Active Duty Coast Guard.

At the Auxiliary national level, Marine Safety is part of the “Operations Directorate”, which also includes Response (Operations); so the placement of Marine Safety within the Response (Operations) section of the D11SR Auxiliary organization reflects the nature of the activities and training within the MS/MEP program as they support the missions of both Prevention and Response Departments at our two Sectors rather than the missions of the Auxiliary RBS program. There are aspects of the MS/MEP program that can be useful in the RBS program to promote general public knowledge of the marine safety, security and environmental protection actions that are available to them as private individuals; an example might be public awareness of and participation in the AWW program, or the Sea Partners program (environmental education that promotes clean boating and pollution awareness).

To summarize, the Auxiliary Marine Safety program provides training for and involves activities that promote the Coast Guard Prevention and Response missions rather than the Auxiliary RBS missions (Prevention).

FINDING THE RIGHT FIT

by Harry Jacobs, District Chief of Staff



Putting Square Pegs in Round Holes Can Damage the Pegs

While everyone is convinced that the “Sky is Falling”, I am here to tell you that America will recover and that American Volunteers have a definite place in the economic recovery plan.

Prior to 9/11, most of the Coast Guard’s national homeland security efforts were focused on protection and response, with little thought or effort directed to awareness and prevention. The national mind-set was based on the belief that terrorism occurred only outside of the homeland. However, the events of 9/11 dramatically altered that view.

Prior to 9/11, we recruited facility and non-facility owners who were focused on preventing accidents and rescuing people at sea. After 9/11, we attracted huge numbers of people who wanted to assist the Coast Guard with homeland security, including prevention of terrorism and securing our three National Borders. However, no one counted on a new “normalcy” in America.

The “new normalcy” for the United States appears to be a period in which terrorism and drug trafficking are an on-going part of Americana! The problem is that the Coast Guard is financially constrained to maintain its commitment to homeland security, while at the same time maintaining its commitment to protection and response. So where does the Coast Guard Auxiliary fit in this “new order” of American life?

The Auxiliary has to be the balancing force multiplier that supports the Coast Guard’s missions in Recreational Boating Safety, as well as Maritime Homeland Security. But how do you put a “square peg in a round hole” without damaging the peg?

Shipmates, our task is to recognize the political futility of trying to redirect those “square pegs” into “round holes” by asking them to embrace, advocate, and support the traditional RBS mission of the Auxiliary. Our Mission has to be to seek new members who are committed to our traditional Auxiliary Missions, while showing respect and support for the reason that those “square pegs” joined our organization in the first place.

I ask you to join me in this effort!

ITEMS OF INTEREST

AUXSCE POLICY UPDATE

Please take note that the AUXSCE policy has been updated to reflect:

1. Successful completion of the AUXNAV course is now a prerequisite for attending AUXSCE;
2. Each student's name and EMPLID must be on each order to ANSC when ordering AUXSCE materials from ANSC;
3. As with all paper and on-line tests now, students are given 7 attempts within a 30-day period to pass a test, then they must wait 30 days to re-attempt another 7 tries.

Please visit the District 11 website, <http://www.d11s.org> for the complete AUXSCE Policy dated APR 27 2009. Questions may be directed to the DSO-MT through the chain-of-leadership.

COAST GUARD UNIT BALL CAP CLARIFICATION

1. ALAUX 33/08 of 10 November 2008 dealt with several Auxiliary uniform matters. One of these involved the wear of ball caps, specifically Coast Guard unit ball caps. Section 1.C.2. stated:

"If an Auxiliarist is authorized to wear a Coast Guard unit ball cap, such wear shall not extend to activities involving public interaction. This is to ensure that an Auxiliarist is not mistaken by the public as an active member of a Coast Guard unit with commensurate authority. For example, an Auxiliarist may not wear a Coast Guard unit ball cap when performing VSCs."

2. Questions have arisen as to whether or not the conduct of Auxiliary patrols (e.g. - surface patrols on vessel facilities) constitutes "...involving public interaction." The short answer is "Yes, Auxiliary patrols involve public interaction." As further clarification, the following involve public interaction:

- a. Performance of Vessel Examiner (VE) activities involving Vessel Safety Checks (VSC) and Commercial Fishing Vessel Safety Exams (CFVSE).
- b. Performance of Program Visitor (PV) activities.
- c. Performance of Instructor (IT) activities.

d. Performance of patrol activities (surface, air, shoreside including missions involving mobile radio facilities).

e. Performance of Marine Safety, Security, and Environmental Protection (MSSEP) activities.

f. Performance of public outreach, public affairs, and recruiting activities.

3. Situations in which a Coast Guard unit ball cap may be worn, if authorized, include:

a. Wear of the cap to, at, and from the unit in the course of providing the direct support for which it is authorized (appropriate for commuting, stops for gas, and drive-thru services).

b. Wear of the cap to, at, and from flotilla meetings (appropriate for commuting, stops for gas, and drive-thru services).

c. Wear of the cap to, at, and from flotilla fellowship events (appropriate for commuting, stops for gas, and drive-thru services).

4. If there is any doubt about the propriety of wearing a Coast Guard unit ball cap due to potential interaction with the public, then the Auxiliary ball cap shall be worn.

5. These guidelines will be included in the next change to the Auxiliary Manual.

AUXILIARY INSPECTOR OF THE YEAR

by Richard Kolligian, Auxiliary Sector Coordinator, Sector LA-LB



Above: CDR Kane, AUX Galloway and CAPT Wiedenhoefft display the Auxiliary Inspector of the year award.

On Friday, April 17, 2009, at the Sector LA-LB All-Hands meeting, Auxiliarist Frank Galloway was presented the Auxiliary Inspector of the Year 2008 trophy accompanied with a keeper plaque. On behalf of the Prevention Department and making the presentation included Sector Commander CAPT Paul Wiedenhoefft, CDR Daniel Kane and LCDR Dennis Miller.

Frank was thanked for his exemplary service and achievements.

A summary of Mr. Galloway's contributions to the Inspection Division includes:

1. Played a vital part in developing the Maritime Security Go Plan overseeing 20 auxiliary and Active Duty members.
2. Devoted 844 Marine Safety hours,
3. Conducted 57 MDA Patrols, 61 Life raft inspections, 3 UPV inspections,
4. He acted as a mentor to Active and Auxiliary members significantly contributing to members' inspector qualifications.
5. He trained and qualified 50 Auxiliary inspectors enabling over 600 MDA patrols and the logging of over 2800 patrol hours.
6. He set up and arranged for a total of 11,800 Americas Waterway Watch pamphlets to be distributed.
7. He was highly adaptable during a port wide multi-agency exercise, PP 08, and filled a vital position in the command center coordinating vessel and facility inspection teams.
8. While inspecting liferafts for a hospital ship (USNS MERCY), he discovered serious programmatic and materiel deficiencies ultimately condemning 73 percent of the rafts and determining the root cause to be a deficient servicing facility (oversaw 3 inspectors during this process).

<http://uscgla.blogspot.com/2009/04/auxiliary-inspector-of-year-award.html>

POSTAGE NOTICE

By Rick Kaufman, District Staff Officer - Materials

Reminder to all members: PLEASE DO NOT STOCK PILE PENALTY POSTAGE STAMPS. The Coast Guard has paid for these stamps the same way any individual would pay the Post Office for regular stamps. Unused postage is lost money for the Coast Guard. Members that have a supply of penalty stamps that are not being used should return them to their Materials Officer for redistribution to other members. ANSC can adequately supply all orders; therefore, there is no need for an individual to maintain a multi-month supply.



NEW POSTAGE RATES MAY 11TH

First class business envelope 44 cents

Example (1) 41 cent stamp plus (3) 1 cent stamps equals 44 cents

(2) 20 cent stamps plus (1) 4 cent stamp equals 44 cents

Additional postage is 17 cents. Which you could then use (1) 41 cent and (1) 20 cent to equal 61 cents

Post Cards 28 cents

Example (1) 23 cent plus (1) 4 cent plus (1) 1 cent equals 28 cents

Manila envelopes (9X12) 88 cents

Example (2) 42 cent stamps plus (1) 4cent stamp plus (2) 1 cent stamps

Additional postage is 17 cents which you could then use (1) 1 dollar stamp plus (1) 4 cent stamp plus (1) 1 cent stamp for \$1.05.

Auxiliary National Supply Center (ANSC) Penalty stamp inventory:

\$.01 Stamp

\$.04 Stamp

\$.10 Stamp

\$.20 Stamp

\$.23 Stamp

\$.41 Stamp

\$1.00 Stamp

\$5.00 Stamp for specific projects

Envelope Sample

U.S. Department of
Homeland Security
**United States
Coast Guard**
U.S. COAST GUARD AUXILIARY

Official Business

U.S. Department of
Homeland Security
**United States
Coast Guard**
U.S. COAST GUARD AUXILIARY

Official Business

U.S. Department of
Homeland Security
**United States
Coast Guard**
U.S. COAST GUARD AUXILIARY

Official Business



Additional ounces add 17¢ to achieve .61¢

U.S. Department of
Homeland Security
**United States
Coast Guard**
U.S. COAST GUARD AUXILIARY

Official Business



Post Card

OPERATION GRAVESEND 2009

by John Olson, District Staff Officer - Communications



It was just after 0600 the morning of Monday the 23rd of March when selected cell phones throughout Southern California sounded off with a text message or automated voice message that initiated the drill. The scenario was fairly straightforward. A credible threat had been made to harm Terminal Island and concurrently a cyber terrorism event took place. This initiated multiple actions: Active Duty, Reserve and Auxiliary members had to account for each other using the concept of "CCR" – Check your family, Check your shipmates, Return to work; second, participating personnel had to reconstitute at an Alternate Work Site (not Terminal Island). Lastly, participating personnel had to execute their missions without standard means of communication, namely cellular phones.

Thus began a continuous 48-hour drill, known as Operation Gravesend, involving over 75 Coast Guard Auxiliary, Active Duty and Reserve personnel to test the "MARSEC Go Plan" in the ports of Los Angeles and Long Beach.

Auxiliary participation in the drill began in late 2008 when several meetings were held with an Active Duty working group to acquaint them with the communications capabilities of the Auxiliary, including the Auxiliary repeater system and Land Mobile Radio Facilities. At about the same time, the Auxiliary was asked if they would assist with checking out and upgrading a 35-foot travel trailer that Sector Los Angeles – Long Beach had acquired from DHS following the hurricane Katrina relief effort. Auxiliarists, including John Counts, John Olson, Bill Scholz, Glenn Arrant, and Phil Malouf cleaned up the trailer, verified its systems including power generators, propane and water systems, and installed two new narrow-band (VHF and UHF) transceivers to provide communications capability between the trailer and Auxiliarists using hand held radios on "AUXNET" simplex frequencies. The trailer was configured to serve as a mobile command post for various departments within the Sector including Response and Prevention.



Photo by John Olson

North Command Trailer

A second trailer owned by Glenn Arrant, ADSO-CM-South that has complete communications capability from high frequency single sideband through UHF was also requested to participate in the drill.

Operation Gravesend had numerous objectives: The first was to test the effectiveness of the automated recall system that disseminates information via automated voice, text message, or email. The second objective was to test the viability and effectiveness of the "CCR" concept by having personnel that live within close proximity of each other account for one another by low tech methods, namely mustering at pre-designated locations.

The third objective was to test the viability of alternate work sites and gather practical information on the ease or difficulty of operating out of the designated locations. The fourth objective was to test the ability to implement the Sector's "MARSEC Go Plan". This Go Plan is activated when the Captain of the Port (CAPT Paul Wiedenhoef) calls for an elevation of the Maritime Security level of the ports.

The fifth objective was to test to effectiveness of alternate forms of communication. The drill scenario was set up the way it was so that participants would be required to use only the radios without having to simulate damage to the Ports' infrastructure. The drill was to be run without the use of cell phones after the initial alert message, and the Auxiliary was asked to provide all communications throughout the drill period.



South Command Trailer

Photo by John Olson

Continued on page 9

OPERATION GRAVESEND 2009

Continued...



Photo by John Olson

(Above) Auxiliarist Jim Parkyn responds to an incoming message in NORTHCOMM.

Two Alternate Work Sites were set up in advance of the drill in locations that were geographically split. "North" command was established using the Sector's trailer high on a hill in San Pedro overlooking the port of Los Angeles. "South" command was established using the Auxiliary trailer on a small hill in Shoreline Aquatic Park in Long Beach overlooking the port of Long Beach. During each eight hour shift, the North and South alternate work sites were staffed with two Auxiliary communicators and a Coast Guard officer serving as an Operations and Planning Section Chief. Each of the six deployed Inspection teams had one Auxiliary communicator with a hand held radio and two Active Duty inspectors, in a marked government vehicle.

Each of the Auxiliary communicators had attended one of two training classes held prior to the drill to acquaint them with the procedures for handling message traffic. Since Auxiliary radios do not have voice encryption capability, all messages were sent using pre-arranged code phrases. All message traffic was documented by the North and South command post operators in the trailers.

As messages were received from the deployed teams they were relayed to the Section Chiefs. The Section Chiefs would then check off task assignments on the Incident Command System (ICS) forms and issue instructions for relay to the teams on future operational requirements.

The drill progressed smoothly throughout the day on Monday and overnight into Tuesday. Vessel and facility inspectors physically visited each port facility and each ship moored at a facility and verified compliance with their security plans. Small passenger vessels carrying over 150 passengers and work boats like tugs and barges that are required to follow a security plan were also checked. By 1400 on Tuesday, all objectives had been met and the drill was secured. The watches scheduled for 1600-2400 on Tuesday and 0000-0800 on Wednesday were cancelled and the scheduled watchstanders advised to stand down.

A Hot Wash session was held on Friday morning to review the drill, document observations, and suggest future improvements. One result is that an Auxiliary communications class will be developed to specifically address the procedures, protocols, and messages unique to this type of activity. Among the lessons learned from this drill is that the Auxiliary performed extremely well, reporting for shifts on time and with proper uniforms and equipment, enabling the operation to proceed without the use of cell phones, and for the objectives of the drill to be effectively and efficiently met.

If, in the future, the security level in the ports of Los Angeles and Long Beach is raised we will be ready to respond, deploy, and serve.

STATISTICS

Auxiliarists invited to participate – 63
Auxiliarists responding yes – 42
Auxiliarists responding no or who gave no response – 21
Auxiliarists attending the 18 February training class – 29
Auxiliarists attending the 21 March training class – 10
Auxiliarists scheduled for one shift – 22
Auxiliarists scheduled for two shifts – 21



(Above) Auxiliarists Gary Norgaard (left) and Everett Harper (right) handle traffic in SOUTHCOMM.

Auxiliarists who worked one shift – 15
Auxiliarists who worked two shifts – 18
Auxiliarists whose scheduled shifts were cancelled by drill termination – 19
Auxiliarists who worked no scheduled shifts due to termination – 11

TRIDENT PROGRAM 2009

By Deborah Johnson, District Staff Officer - Marine Safety



The Trident Program is the Prevention (MS/MEP) training program; the required courses give members the necessary background to assist with MS/MEP activities and engage in further training in the form of Performance Qualification System designations which include

on-the-job training in most cases. The Coast Guard expects that members seeking this further training will put it to use by actively working in support of "M" areas and missions, whether with Active Duty people, within the Auxiliary or with the general boating public.

There are three parts to the Trident Program: Education, Performance Qualifications, and Service. The Education component consists of eight courses: 1) Introduction to Marine Safety and Environmental Protection (IMSEP), 2) Good Mate, 3) ICS 100, 200, 210 (by 31 March 2009), 700 and 800 and 4) Initial Indoctrination to Marine Safety (IIMS). Almost all have online study guides; six also have online exams, with an end-of-course online certificate. The IIMS course final exam is a proctored exam, usually given at the Educational Services Office (ESO) at one of the Sectors, although special arrangements sometimes can be made for people living far away from an ESO. The official notification of IIMS exam grade comes in the form of a letter from the Coast Guard Institute about 4 weeks after the exam is taken. The ICS 210 course is a 4-5 hour classroom course designed to acquaint Auxiliarists with the ICS Form 201 process for First On-Scene Responders.

When all courses have been passed, the member is eligible to receive and wear the Marine Safety Ribbon; the application packet is on the national "M" website under Trident Program, and indicates that the members should submit the application, and all supporting course completion certificates and official letters to the DSO-MS for verification. Once it is received, the packet is reviewed and the application is signed, then forwarded to the OTO with a letter requesting award of the Ribbon.

Email notifications of exam grades are not acceptable documentation of completed coursework – the official completion notification is either the end-of-course certificate, or the official Coast Guard Institute letter for the IIMS course.

For the second part of the Trident Program, there are currently 16 Personal Qualification System courses listed on the "M" Department website; more will be added over the next year or two to reflect additional skills and job areas where the Auxiliary may be of assistance in meeting the mission goals of the Coast Guard. The AUX-MSAM PQS is strictly an Auxiliary PQS – it is not administered or signed off by Active Duty personnel, but by the DSO-MS. The MSAM PQS must be mentored by an Auxiliarist who already holds the PQS, and the Letter of Designation (LOD) is requested by the DSO-MS upon review of the completed PQS package, including documentation of all prerequisites. The oral board for the MSAM PQS may be conducted by the DSO-MS and two other Auxiliarists holding the PQS. Other PQSs must be mentored by an Auxiliarist holding the PQS or an Active Duty person holding the equivalent PQS, and the oral board is given at the Sector, which then issues a Letter of Designation through the Captain of the Port (COTP) or his designated officer. A copy of the LOD and the packet is then sent to the DSO-MS, and a copy of the LOD is sent to the DSO-IS with a request to enter the information into AUXDATA.

Currently, Auxiliarists may NOT earn any Active Duty PQSs with the exception of the Commercial Fishing Vessel Examiner PQS (CFVE).

A minimum of four PQSs must be completed to earn the Trident Pin; the choice of PQS is up to the interests of the Auxiliarist and the needs of the Sector – not all Sectors train members for all PQSs. For example, Sector San Diego does not have containers and therefore would not train members to be Assistant Container Inspectors (AUX-CI); the PQS training that is available reflects the needs and issues of the Sector with responsibility for that area.

TRIDENT PROGRAM 2009

Continued...



The last requirement for the Trident Pin is four years of service in "M" areas consisting of at least 96 hours per year as verified in AUXDATA; with all that training invested by the Coast Guard, it is expected that the member will continue to serve the "M" Department missions and needs after completing the Trident Program. That is the main goal of all the training and coursework: a professionally qualified, knowledgeable individual who can successfully work in "M" areas to augment and assist the Coast Guard. And after investing 4-6 years in training, which is time and money in the business world, our employer – the Coast Guard – expects an ethical professional who is ready,

willing and able to work to achieve the missions of "M".

This is the message conveyed by the Trident Pin. And when the Education, Personal Qualification System designations and Service have been achieved, the member may apply for the Pin by submitting the Trident Pin application contained on the website, together with ALL supporting documentation, to the DSO-MS, who will review the package, sign it and forward it to the OTO with a letter requesting award of the Pin.

So when you see an Auxiliarist wearing the Trident Pin, commend them for their perseverance and devotion to duty as a recognition of the lengthy training and effort they have put forth in order to better serve the Coast Guard in Marine Safety and Environmental Protection!

COAST GUARD URGES AWARENESS

by Richard Kolligian, Auxiliary Sector Coordinator, Sector LA-LB

SAN PEDRO, Calif. - In light of recent near misses and the start of the 2009 boating season, the Coast Guard will be increasing the enforcement of small vessel navigation rules. There have been several recent near misses in and around the Ports of Los Angeles and Long Beach which were the direct result of dangerous maneuvers by small craft impeding the movement of large commercial vessels. Reports include small craft impeding port channels, cutting through Pilot Operating Areas, and cutting across the path of large ocean going shipping, all violations of federal regulations.

Recreational, commercial fishing, and small passenger vessels must use extra care when transiting in port channels, Pilot Operating Areas, as well as the entire Precautionary Area. The Precautionary Area is a convergence zone for the two major shipping lanes in the Los Angeles and Long Beach area and extends approximately seven nautical miles from the federal breakwater.

Coast Guard Sector Los Angeles – Long Beach has taken a heightened posture towards addressing these violations. Taking a tiered approach, the

Sector is nearing the end of the Outreach and Education Stage. This included coordination with the Harbor Safety Committee, distribution of safety pamphlets, and increased boating safety classes and exams offered by the Coast Guard Auxiliary. The Enforcement Phase will begin in May with increased water patrols focused on navigation violations within the Port area. This corresponds with the National Safe Boating Week, May 16-22, 2009 and Memorial Day weekend which is the traditional start of the recreational boating season.

Sector Los Angeles-Long Beach asks Auxiliarists near the Port LA-LB area to include local navigation rules in all boating safety classes and vessels checks to assist this campaign:

- ✓ **Steer Clear of Large Ships (including tugs / barges)**
- ✓ **Stay Clear of Pilot Operating Areas**
- ✓ **Stay Clear of Commercial Traffic Lanes**
- ✓ **Maintain a Proper Lookout**
- ✓ **Maintain a Proper Radio Watch**

USCG BERTHOLF & OPFAC MR. CHIPS

By Roy Graboff, District Staff Officer - Operations

The newest 418 ft. Coast Guard National Security Cutter Bertholf was going through its electronics and weapons systems testing in Southern California on 23 February 2009. One evolution near the Channel Islands included a drill using OPFAC A641182 ("MR. Chips") as a "mother ship" for terrorists, their weapons and explosives to be placed on a go-fast boat to launch an attack on a strategic target.



Photo by Michael Brodey

The USCGC Bertholf was somewhere southeast of the Channel Islands conducting live fire on the launched terrorists' go-fast boat, while simultaneously launching its own go-fast boat to find and board the "mother ship".

"Mr. Chips" crew was vigilant, looking seaward for any sign of approaching boats. Then suddenly, out of nowhere, a Coast Guard go-fast boat was fast-approaching "Mr. Chips", hugging the Island as if coming from inland -- and there was no sign of the "Bertholf" in the area. The boarding team quickly boarded "Mr.



Photo by Roy Graboff

To avoid being easily detected, "Mr. Chips" (the mother ship) hid close to the cliffs of Prisoner's Harbor on Santa Cruz Island.



Photo by Michael Brodey

(Above) Auxiliarist **Dave Miller**, VDCDR 7 participates in the first Auxiliary joint exercise with the USCG Bertholf.

Chips", simulated some arrests, and departed out to sea just as the USCGC Bertholf had arrived about three miles offshore awaiting return of the go-fast boat. This event marks the first Auxiliary interaction with the USCGC Bertholf.

AN EVENING WITH THE ADMIRAL

By Bret Fendt – District Staff Officer - Publications



Las Vegas, Nev. – District 11SR encompasses a diverse area, from the shores of Southern California to the inland waterways of the Colorado River. With such vast distances to cover, the USCG relies heavily on the Auxiliary to further its water safety mission throughout the inland areas of Lake Mead, Lake Mohave, and Lake Havasu. Division 9, who's AOR covers a nearly 200 mile expanse, had a unique opportunity earlier this year.

Rear Admiral Paul Zukunft, Commander, District Eleven, while traveling inland, scheduled a dinner meeting with Auxiliaries from across Division 9. In this casual setting, Admiral Zukunft brought first hand the impact the Auxiliary has on both Team Coast Guard and the public that we interact with on a daily basis.

(Below) Admiral Zukunft addresses Auxiliaries on 8 April 09. From left to right: Admiral Zukunft, Michael Johnson, DCO 11SR, Bob Lamorte, DCDR 9, look on as the Admiral talks.



Photo by Bret Fendt



Photo by Bret Fendt

(Above) Admiral Zukunft talks with Auxiliaries prior to dinner. From left to right: Admiral Zukunft, Bob Lamorte, DCDR 9, Michael Johnson, DCO 11SR, Phil Sherman, FC 94.

The Admiral spoke on many aspects of his role in the Coast Guard and stressed the importance for the Auxiliary to be open to the ever changing environment we find ourselves. In doing so, he remarked on the “value” the Auxiliary represents to the Coast Guard as a whole, stressing that the Auxiliary’s diligence in maintaining the highest standards of professionalism and training has never been more important.

Once concluding his opening remarks, the floor was opened to the members in attendance, asking for a candid exchange of questions and ideas that he can personally address within his realm of influence. This opportunity is rare for a group who's Active Duty exposure is limited due to the distance from the coast and was not dismissed by any who were in attendance.

INFORMATION SERVICES (IS)

By Kenneth Edwards, District Staff Officer – Information Services

PART OF THE NATIONAL INFORMATION TECHNOLOGY DEPT



The Department of Information Technology is responsible for the planning, collection, and dissemination of information and statistics at all levels of the Auxiliary through supervision and direction of the AUXDATA/AUXINFO system, the various Auxiliary National Web Sites, and other electronic media. The Department manages multiple services as part of our mission including:

AUXDATA – The Auxiliary’s mission, personnel, facility, unit, training and competency tracking system (note access to AUXDATA is limited). You must have a UserName and Password assigned before you can access AUXDATA.

AUXINFO – AUXINFO allows all Auxiliary members to track their progress in the training, certifications and other activities. All Auxiliary members have a quick and easy way to follow their progress in gaining qualifications or tracking hours in programs. All the data that is in AUXDATA, for which you need a password, is also in AUXINFO. AUXINFO is a read only website program that allows members to review their progress. AUXINFO is refreshed every Sunday evening from the data that had been entered into AUXDATA. Remember, AUXINFO does not require a UserName or a password for access, all a member needs is to have Internet access. Also, AUXINFO does not contain any member personal data, like addresses and phone numbers.

In the Information Services Department, as with many other data gathering type organizations, it is the responsibility of the individual member to ensure that the mission data they create ultimately ends up in AUXDATA. If a member completes a reportable mission in the Auxiliary, the member is responsible for completing the proper reporting form and submitting that form to their FSO-IS (Flotilla Staff Officer) for their review. After the review the FSO-IS processes the form to the SO-IS (Division Staff Officer) for entry into AUXDATA. If, after a reasonable time delay the data still does not show up in either AUXDATA or AUXINFO, then the member should start a research with the FSO-IS to determine what happened to the data and why it was not entered.

At this time, District 11 South has a very good group of Division SO-IS Officers and as a result we have had very few problems over the years. We can assume the success of the Division IS Officers will continue as the District Modernization efforts progress through the year with all of the Modernization efforts scheduled to be completed before the end of 2009.

As the District Staff Officer (DSO-IS), I, and my staff, stand by to assist any Division SO-IS that encounters problems with data input. If we have members who are busy completing various missions, and submitting the necessary forms through the IS Department, then it is our responsibility to make sure the members get proper credit for their efforts.

BAKER TO VEGAS 2009

by Bret Fendt, District Staff Officer - Publications



Las Vegas, Nev. – On March 14-15, Team Coast Guard from Sector LA-LB competed in the 25th annual Baker to Vegas Challenge Cup Relay Race. Designed to test law enforcement agencies from around the world to a 120 mile endurance race, this year marked Team Coast Guard's second year in the competition, with members from across the district turning out to help support this two day event.

Originally designed to pit Los Angeles Area law enforcement agencies into a friendly competition to increase their physical fitness, the event has grown over the years. Beginning in 1985 with just 19 teams, 2009 saw a max capacity of 260 teams. With over 10,000 runners and volunteers, the narrow back highways of California and Nevada saw a tremendous influx of traffic.

Being a logistical challenge to cover the 120 mile race course, the team was brought together by team captains LTJG Stephanie Young and DC1 Nathan Wissmann with the incredible support of CAPT Paul Wiedenhoeft. D11SR's own OTO, CWO Chris Ruleman ran in the competition.

Though the Auxiliary is not able to compete as this is a law enforcement event, the Auxiliary support is key. From communications to shuttle drivers to the follow vehicle teams that keep a watchful eye over the runners, Auxiliarists are truly part of the team's success.



(Above) Auxiliarist **Anthony Turner** interviews CAPT Wiedenhoeft & LTJG Younga before the race begins.

Auxiliary Support Members

Trent Kelly
Ray Pages
John Olson
Bret Blanchette
Curt Laborde
Linda Tcimpidis
Tom Lcimpidis
Eric Mueller
Donn Kirby
Anthony Turner

Bret Fendt
Pat Stewart
Bob Fisher
Don Randles
Richard Kolligan
Paul Ginder
Mark Deitelbaum
Stepheni Norton
Matt Henwood
Graham Loff



(Above) Auxiliarists **Bert Blanchette**, DCAPT LA/LB and **Curt Laborde** man the follow vehicle.

LADIES OF THE NIGHT...

By Deborah Johnson, District Staff Officer - Marine Safety



4 AM...the fog swirled about the legs of the Keeper of the Flame...the cold rain was like needles upon his skin...the wind changed quarters in wild abandon....and the sea roared its displeasure on the rocks below, like all the demons of the netherworld....

The beacon fire sizzled out....again....but then, who would possibly venture past this headland, with its razor-sharp teeth like those of the Great White, capable of slicing a boat and its crew to ribbons? Better to have a couple of hours of sleep than to waste time lighting and relighting a fire that no one would see on one of the year's worst nights....

The early dawn revealed bits of wood and bright cloth roiling in the pounding surf....as the Keeper slept on....

For at least 2500 years, beacon fires saved lives by providing warning of dangerous waters in all kinds of weather; they were manned during the hours of darkness, and sometimes during daylight as well. Lighted towers provided warning at a greater range, as well as landmarks during daylight hours.

Theoretically, the visibility of any type of light under clear weather conditions is dependant upon two factors: the height of the light above water and the intensity of the light (Historically Famous Lighthouses, Coast Guard Publication #232, nd).

The height of the light determines its geographical range, while the intensity determines the luminous range of the light. Usually, the luminous range of a light is greater than the geographic range, and visibility is theoretically limited only by the earth's curvature (Ibid). In some conditions, the reflected light may be visible far beyond the geographic range of the light itself; under adverse conditions, the range may be severely limited.

Early beacon fires relied on wood as fuel, whether the fire was built atop a headland or a tower; hardwoods like oak burn for longer periods than

softer woods such as pine, and are therefore more fuel efficient, requiring less time spent in fuel gathering. Disadvantages in the use of wood as a fuel included its smokiness, rapid consumption of fuel when compared to labor invested in fuel acquisition, and the length of time required for renewal of forests in proximity to lighted beacons.

Candles were used as a means of illumination in some early lighthouses because they could be tended with little effort, enclosed in a glass lantern to help keep the flame steady, and were readily available. The word "candlepower" refers to the luminous intensity of a light expressed in equivalence to a specified number of burning candles. For many years, the Eddystone Light, built on the Eddystone Rocks in England in 1698, used candles as the main source of illumination (America's Lighthouses, Francis Ross Holland, Jr.; New York: Dover Publications, Inc., 1972). However, although they were reliable, candles did not provide sufficient light for consistent safety although they remained in use in some places until the early 1800's.

In the early 1500's, the use of coal as a fuel began and increased rapidly, since it produced a light favored by sailors. The light from a coal fire burned with an intense luminosity, at a slower rate than wood, and therefore required less attention than a wood fire to maintain. One of the main disadvantages to a coal fire was the intense heat generated by hot coals, which frequently burned through the grate holding them; another was the soot generated by burning coal, which clouded up any glass enclosure or reflectors.

Lights at Cordouan (France) and Isle of May (Scotland) were among those powered by coal (Ibid).

Although reflectors had been introduced in an attempt to increase the candlepower of early lights, both candle and coal soot eventually coated them, reducing their effectiveness.

During the early 1700's, lamps were introduced as a light source; both flat and solid circular wicks were used, but these too produced a light smoke haze which coated the interior of the lantern glass, dimming the light (Ibid).

LADIES OF THE NIGHT....

Continued...

In the late 1700's, spider lamps appeared in use in the Boston light; these lamps contained four wicks protruding from a pan of oil, but the acrid fumes given off burned the eyes and nose of keepers, sharply reducing the length of time that could be spent in the lantern (the glassed-in enclosure containing the light source at the top of the tower) attending the flame (Ibid). In spite of this disadvantage, these lamps were used in US lighthouses until 1812, when Winslow Lewis's lamps with parabolic reflectors were adopted as the light source.

By 1815, all US lighthouses utilized this particular lamp, as authorized by the federal government (Ibid). This, as it turned out, was a move which caused the US to lag behind future advances in light source technology...

Meanwhile, in 1781, Ami Argand pioneered a lamp with a hollow circular wick; oxygen circulated in and around the wick, producing a smokeless, intense flame which burned with a brightness equivalent to seven candles (America's Lighthouses, Francis Ross Holland, Jr., New York: Dover Publications, Inc., 1972). When combined with the advances in parabolic reflectors made in Europe in the late 1700's, the Argand lamp became the new standard for optimum light sources, and was later used in modified form by Fresnel in his lenses (Ibid).

A French physicist by the name of Augustin Fresnel perfected a lens in 1822 which resembled a single light surrounded by a giant beehive; light striking the prisms at the top and bottom of the lens was refracted, exiting the lens in a narrow sheet. Simultaneously, light at the center of the lens was intensified by a powerful magnifying glass, resulting in a very bright, narrow beam of light which could be perceived at various distances depending upon the order or size of the lens (America's Lighthouses, Francis Ross Holland, Jr., New York: Dover Publications, Inc., 1972).

There were seven orders of Fresnel lenses, from the most powerful first order lights used in lighthouses along the seacoast, to smaller sixth order lenses used in harbor lights (Ibid). European countries quickly adopted the Fresnel lens system, but the US continued to use the Lewis lamps for many years despite the obvious superiority of the Fresnel lens. Even today, with the tremendous advances in technology, the Fresnel lens system

remains as effective as more modern light sources and is still in use in many lighthouses throughout the world.

Stephen Pleasonton, 5th auditor of the US Treasury Department, then responsible for lighthouse administration, had ignored the Fresnel lens system in favor of the Lewis lamps until Edmund and George W. Blunt, publishers of the American Coast Pilot, launched a critique of the lighthouse service in 1837 (Ibid), stating that US light sources were inferior to those in use in England and France. In 1838, Pleasonton indicated his willingness to test a Fresnel lens system in a letter to Congress; that year, Commodore Matthew C. Perry went to Europe to study lighthouses there and purchased both a first-order fixed lens and a second-order revolving lens. In 1840, these two lenses were installed in the twin rubble towers of the Navesink Light Station on Navesink Highlands (New Jersey) just south of the entrance to New York harbor. In 1851, a report indicated the superiority of the Fresnel lens system to the light source at Sandy Hook; however, at that time, only three US lighthouses were equipped with Fresnel lenses: Navesink (New Jersey), Sankaty Head Light Station (Nantucket Island, Massachusetts) and Brandywine screwpile lighthouse (Delaware Bay) (Ibid).

Shortly thereafter, Congress reorganized the US Lighthouse Service, and specified that all new lighthouses and those requiring new lights were to use Fresnel lenses. By the time of the Civil War in the late 1850's, all US lighthouses were powered

by the Fresnel lens system. With the advent of electricity, oil lamps were replaced by electric bulbs as the source of power in the Fresnel lens system. Today, through the use of timers, many lighthouses have become automated; new light towers are being illuminated with more powerful airplane-type beacons rather than the Fresnel lens system (Ibid).



2009 DISTRICT CALENDAR

District Board & Staff Meeting

July 11 (District Picnic)
September 12 (DCAPT elections)
November 14

National Safe Boating Week

May 16-23

NACON

August 27-30



EDITOR'S CORNER

The publications staff would like to recognize and thank CDR Richard Symons & CWO Chris Ruleman for their years of dedicated service. It has been a pleasure and honor working with both of these fine gentlemen and we wish them all the very best.



As we all transition into a new time in our District, we should be proud of where we stand and look forward to a bright and successful future.

We dedicate this issue to their legacy and welcome the incoming DIRAUX and OTO.

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

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