

Commodore's Bulletin

and Director's Newsletter



Coast Guard Helo / SAR Crew / Rescue Swimmer

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Commodore's Bulletin & Director's Newsletter



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SUBMISSION GUIDELINES SUBMISSION GUIDELINESS

Please submit all articles, pictures, corrections, and updates to the DSO-PB.

Bert Blanchette

bertdm@earthlink.net

818-262-7157 c

*Photos by: Bert Blanchette—DSO-PB
Cover Photo by: Trent Kelly - DCAPT-N*



The Challenges of Managing above Sea Level

by

COMO Harry M. Jacobs, DCO 11SR

It's so much fun to play at "sea level" in the Auxiliary where one deals with the tactics of public education classes, patrols, MDA augmentation, marine safety, marine dealer events, and boat shows, etc. It's time that should be cherished and enjoyed. However, for those that seek and accept the challenge of leadership in the Auxiliary, above the Division level, a "paradigm shift in focus" is necessary, in order to properly discharge the duties of their office.

The first public presentation of a newly elected District Captain usually is framed around responses to issues that include phrases like "In my Division we have done it this way" or "because that's the way we have always done it [BTTWWHADI]." That is a very normal response because Division has been the center of the officer's focus for several years. The shock comes when the new DCAPT gazes upon the faces of the audience and sees only mild approval. Suddenly, the reality of leadership sets-in and the new DCAPT finds that he/she is at the "5000 foot level" and has a view of Auxiliary life that is very different than that of a Flotilla/Division Commander and that there is great diversity and cultural differences among the various Divisions of the Area of Responsibility.

As a DCAPT, the focus shifts to strategic planning, budgeting for 2000 members and meeting the needs of three Divisions, not one; mediation, reconciliation and mitigating complaints; covering the cost of unreimbursed travel; articulating and supporting programs endorsed by the District Commodore, District Commander, PACAREA Commander and the Commandant; ensuring overall compliance with the AUXMAN, which is a Commandant Instruction, not a document which permits selective obedience; making public appearances on behalf of the District Commodore; attending training outside the District; and discovering that there are a variety of successful programs being developed in Divisions outside his/her own AOR. But most of all, being a District Captain is realizing that, as a Servant Leader, "the highest priority is to encourage, support and enable subordinates [in all Divisions of the District] to unfold their full potential and abilities" Managing at the "5000 foot level" is very different than managing at "Sea Level."

And now you are the District Commodore and you begin managing at the "10,000 foot level." You are now chairing a Board [of Directors] made up of all the District Captains, all the Division Commanders,

the Immediate Past District Commodore, the President of the Past Division Commanders Association and the Director of Auxiliary. You are stunned that the District Commander includes you as a Commanding Officer in his "cabinet" and that as a Member of the National Board you are participating in setting policy that will affect every Auxiliary District in the United States and its territories. Suddenly, it has become very "lonely" at the top and the demands upon your time require you to set priorities for survival. You are challenged to set a course for your District and at the same time follow the course set by the National Commodore. The need for advanced strategic planning becomes evident and you have to count upon your District Chief of Staff to handle much of the administrative issues from the Departments or you will not survive. Your calendar begins to fill with speaking engagements, you are required to write article after article for publication, your telephone begins to ring about 0630 and doesn't usually stop until 2300, and e-mails reach 60-90 per day.

You quickly discover that interfacing with District and National Coast Guard Leadership requires exceptional tolerance as the Auxiliary is not as well-known among most of the Coast Guard Officers as you previously thought. You are shocked to find that your "perfect" Auxiliary District may not have been replicated in the past experience of many Coast Guard middle managers, and telling and selling the Auxiliary story becomes an important part of your mission.

You are now so focused on District, Regional, and National issues that your begin to lose direct touch with the "deck plate" and a strong desire to reach down into the "weeds" to solve issues has to be curtailed to ensure the viability of the servant leaders deep in your organization. You discover that you are now a mentor to hundreds of others seeking management advice, a key player in the management of your Coast Guard District, a vital participant in the national direction of the Auxiliary and the essential link with the leaders of other community based organizations, who are also operating at the "10,000" foot level. You are now the philosopher and spiritual leader of thousands of volunteers who have banded together to call themselves America's Volunteer Life-savers." Yes, the challenges of managing above sea level are great, but the experience is highly rewarding.

The Coast Guard Ethos

Effective 1 December 2011

The Coast Guard Ethos: I am a Coast Guardsman. I serve the people of the United States. I will protect them. I will defend them. I will save them. I am their shield. For them I am Semper Paratus. I live the Coast Guard core values. I am proud to be a Coast Guardsman. We are the United States Coast Guard.

That Thing You Do.....!

District Chief of Staff—Al Verdi



Feel at a loss for words? Can't quite put your finger on that term or definition? Do you hesitate and draw a blank trying to express why Auxiliarists do what they do? It's on the tip of your tongue, right? As the old adage goes..."It's the elephant in the room that no one really talks about". The "elephant" is typically identified by chin scratching leaders, mostly active duty, who ask and re-ask the same question. It goes something like..."Why do Auxiliarists do what they do?" or "It's unbelievable how the Auxiliary gets the job done" and similar variations.

Think about the implications of the oft used phrase, "The Auxiliary is such a force multiplier". To be sure, all Auxiliarists have patriot hearts but force multiplier goes beyond that to readiness and all that is required to attain readiness. What makes Auxiliarists give of themselves, many times straining family and business relationships, to support the Coast Guard?

For example, over a period of time and at various venues I have heard senior officers ponder this notion underlying the Auxiliarist. They eloquently note the presence of the elephant in the room but none have really captured it. One flag officer noted recently the palpably high energy and excitement level in training sessions that he visited. Another spoke of how volunteer Auxiliarists on facilities in the Gulf working on the Deepwater Horizon spill were out at sea alongside commercial and civilian vessels that were being paid upwards of \$3,000 per day to do just what they were doing for free as Auxiliarists! Another noted how the Auxiliary was springing into action to cover the surging need for Uninspected Passenger Vessel examiners at a time when the Auxiliary focus on RBS has been sharply elevated. Lastly, a Coast Guard citation accompanying a Meritorious Team Commendation described similar spirit in a presentation to a group of 13 Auxiliary Interpreters for their support of a significant international operation.

The "it" in "why do they do it" is, in its simplest form, the result of ... *inspiration*. Sorry, you can call Auxiliarists a lot of things, i.e. committed, trustworthy, dedicated, talented and professional and on and on. But it starts with inspiration. It comes from within. Without it an Auxiliarist will not last long and will not give her or his highest and best efforts. A member interested just in wearing a uniform or gathering ribbons and medals to show off has missed the boat. An inspired Auxiliarist sees the sky as the limit and it shows. But what is it that the officers above saw and felt as palpable in that training room, or onboard the facilities going out in the Gulf or in the members meeting the UPV challenge and in the members casting off to the farthest corners of the globe to provide invaluable interpreter services? It is quite palpable to be sure which to me means it is tangible.

Based on the accolades given to Auxiliarists and measurements of return on investment, we can assume that it's also valuable. So we have something that is tangible and valuable. Now to identify it in a way that is readily familiar to those seeking to capture that elephant. Well, as my Uncle Vito used to say..."to a hammer everything looks like a nail", meaning that since I have spent most of a 30 year legal career dealing with real estate, I looked to that field to draw the following conclusion. In real estate, as all of us know, a highly sought after, palpably tangible thing of value is*equity*. *Viola!* A name for the elephant, the thing that makes us do what we do, the reason a training class session can so impress a high ranking Coast Guard officer. *Inspirational Equity*.

Inspirational Equity, like its metaphorical counterpart, can rise and ebb but not like the predictable tides. It's that reservoir of creativity and determination in action. Although durable it must be nurtured and fed carefully. It should not be taken for granted. How can equity in a property be increased? You can paint the house and fence, plant flowers, cut the lawn or put on a new roof. The same applies to ourselves, our fellow members, our units and to the Coast Guard. We must continuously nurture ourselves by self improvement, pride in our appearance, mentoring of new members, leading by example and, most importantly, practicing the concepts of Diversity on a day to day basis. These concepts are varied but a good place to start is to practice the categories of activities set out in the NACO 3-Star Award. The course has been charted for us.

Diversity itself is a difficult term to capture in words, especially if you try to define it concisely without using the root word ... diverse. Mostly, it is described by noting meritorious acts or inclusive behaviors; the practice of Honor, Respect and Devotion to Duty. At the deck plate, however, Diversity in all of its trappings enhances Inspirational Equity. The nurturing required to maintain Inspirational Equity leads, inescapably, to members and units practicing Diversity and vice versa. So the next time you come upon Auxiliarists who give off that aura of *Inspirational Equity* you will see the palpably tangible product of Diversity in action.

Semper Paratus,

I hope all of you had a healthy and happy Thanksgiving. Seasons Greetings and Happy New Year to all as we look forward to a rewarding 2012.

BRIDGE

ELECTED 2012

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D-CAPT-N	Alan Carver
D-CAPT-S	Thomas Jacobsmeyer
D-CAPT-SD/I	Robert Nowak
IPDCO	COMO Michael Johnson
DIRAUX	CDR Gregory Matlin

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From the PCA President

As the year comes to and end, our work is just beginning. As you know, the PCA is responsible for D-Train which is 6 Jan 2012 to 8 Jan 2012. I would like to see all of the members of the PCA participate in D-Train, whether it be as a committee member or a guest. To register for D-Train, simply go to: <http://www.d11s.org/> and click on the red banner in the center of the screen. If you are coming from a long distance, there is a link to the Hilton Hotel for room reservations (at a special Auxiliary price). It would be wise to make reservations sooner than later, as the rooms are starting to go fast. Hope to see you all there.

Secondly, the PCA will be electing a new Pres., VP, Sec/Tres. on Sunday, 8 Jan 2012. The elections will take place at D-Train in the Emerald 3 room from 0900-0950. We are currently taking names to place in nomination for these positions. If you are interested, please call Como Denny Densmore at (310) 877-6420.

As many of you know, I will be retiring from the Coast Guard and transitioning to a new career within the next few months. It has been my honor and privilege to serve for you and with you as your Director. I have traveled throughout our region and met a lot of great Auxiliary members. I have witnessed firsthand your dedication to the United States Coast Guard and the Coast Guard Auxiliary. Nationally, I have promoted your capabilities and received tremendous feedback on how your efforts have positively contributed to a better nation.

Upon graduating from the Academy in 1990 each newly commissioned Ensign received a copy of *The Pitfall Manual* that was put together by our class advisor, LT Robert A. Albright. The manual was to help us from making vital mistakes that could prematurely end our Coast Guard career. Since elections are the word of the season, I thought I would give you some relevant advice from that manual on “Relieving”. Below are a few excerpts:



B. RELIEVING

1. Before you relieve another officer... insure that you fully understand your new responsibilities.
2. Don't be intimidated by an officer you are relieving. Make sure that everything that is supposed to be in order is in order; if you don't understand something have it explained. You will have the bag and hang accordingly.
3. Be very careful in accepting “this is the way we have always done it” as a reason for not following prescribed procedures. Check the appropriate references and use discretion in resolving discrepancies – you may still have to work side by side with the people you are exposing.
4. If you are accountable for property or materials in your assignment make sure you physically see and inventory them. Note any discrepancies in writing.
5. Use the appropriate checklist (if there is one) when conducting your relief. This will walk you through your relief by the numbers, ensure a thorough relief process, leave you with an excellent work list, and take some of the heat off you, the reliever.
6. No matter how much you like the person you're relieving get all the discrepancies in writing on your relief letter.

I would like to thank you for your selfless service to our nation and I wish you fair winds and following seas. Semper Paratus.

CDR Greg Matlin

Director of Auxiliary

D11 Southern Region



Operations Training Officer

Chief Warrant Officer Hutchison, "Hutch"

Since coming aboard this summer, I have had the opportunity to visit numerous facilities in most of the areas in our district. I have been on patrols, QE Checkrides and participated in several coordinated events such as Division 12's OPTREX, Dana Point Tall Ships Festival and Angel Thunder Interagency operations at Roosevelt Lake. I have also reviewed numerous facility and radio offers for use.

While I've seen a lot of good things happening, I have also seen some room for improvement from both management and membership. My responsibility in administering the operational programs includes ensuring that our district policies are relevant as well as holding individuals accountable for complying with requirements. Attention-to-detail in performing inspections and properly completing paperwork are two areas of interest that can be remedied quickly.

As we head into the New Year, I encourage everyone to focus on excellence. Don't let bare minimums be your goal, seek to improve your existing skills and learn some new ones. There are tools available on the D11SR website to help you with this. I hope to see each and every one of you at D-Train in January. Have a safe, healthy, joyous holiday season!



Many thanks to the entire district for stepping up on this. In addition to all of the toys and books pictured, we collected about a thousand dollars in gift cards. As a result of our combined efforts, a lot of children from LA/LB and Station LA will have a brighter holiday!



THE COLORADO RIVER AND ITS CHALLENGES

Immediate Past District Commodore—Como Michael Johnson

(A Series)

The mighty Colorado--a river that was until the last century an untamed stream whose muddy waters flowed through labyrinths and glens unseen but by few. From its beginnings at La Poudre Pass in Rocky Mountain National Park, Colorado, to its final destination in the Sea of Cortez in Mexico, this great river flows 1,450 miles through the states of Colorado, Utah, and Arizona and forms part of the eastern boundaries of California and Nevada. Its scouring and unrelenting action formed one of the wonders of the world—one that many of you visited just this October—the Grand Canyon. Farther south, between 1905 and 1907, the river breached the feeble dikes constructed to contain its waters, creating what remains the largest lake in California—the Salton Sea. From 24.5 miles north of the I40 bridge at Needles, California, to Mexico it forms the 257.5 mile stretch of border between Arizona and California. From that point north through Lake Mohave and Lake Mead, to the western terminus of the Grand Canyon near Pearce Ferry it forms the border between Arizona and Nevada. Its waters are the lifeblood of our western states—providing power to our cities, and water for agriculture, our municipalities, and yes, even recreation.

This article, and the two to follow, are intended to provide our members a better understanding of the approximate 860 mile stretch of this river from the upper reaches of Lake Powell to the dam that forms Mittry Lake just north of Yuma, Arizona, all of which falls within the Sector San Diego AOR. Some of the tributaries also falling within this AOR include the San Juan River, the Escalante River and the Virgin River. This article will omit discussion of the 43 miles of river that flow from Laguna Dam, past the infamous Yuma Territorial Prison and to the border with Mexico, as to my knowledge, the Auxiliary has never patrolled those waters. The discussion will focus not only on the river itself, but also its tributaries, and the reservoirs that were created during the 20th Century (more than 20 major dams back up waters on the river and its tributaries). This first installment will describe those portions of the river other than the major reservoirs. The second will educate our members about the four major reservoirs, Lake Havasu, Lake Mohave, Lake Mead and Lake Powell. The third and final installment will discuss the challenges and rewards for our members who patrol the waters of this vast river.

From Yuma to Headgate Dam

Let's start from the south and move our way to the northeast. Just north of Yuma, Arizona, Laguna Dam (the very first dam on the Colorado River, constructed between 1903 and 1905) forms little Mittry Lake, a heavily used favorite of local fishermen who search for bass, flathead catfish, tilapia and other species. The lake covers 750 surface acres with an average depth of eight feet. The lake's



many serpentine waterways connect with the main body of the lake making for an interesting boating adventure. The lake is closed to water skiing, but is open for pleasure boating and fishing, with no motor size restrictions. There is one three-lane boat ramp. The lake was closed for a time this past May due to the Laguna fire, which started in California but jumped the river into Arizona due to high winds.

Proceeding north, just 18 miles from Yuma, we come to Imperial Reservoir, an 11 square mile lake created by the Imperial Diversion Dam. Interestingly, the Imperial Diversion Dam, completed in 1938, diverts about 90% of the volume of the Colorado River into the All-American Canal, the Gila River and the Yuma Project Aqueduct, leaving only 10% of the river's volume to continue in the original riverbed. In June, 2010, the U.S. Bureau of Reclamation began dredging operations in the lake near the dam to remove accumulated sediment to ensure water deliveries into the canals.

Just east of Imperial Reservoir is the even smaller Martinez Lake. Originally a fishing camp, this lake is little more than a backwater off the Colorado River, but it is extremely popular with boaters. It covers just 640 acres with an average of ten feet of water. Despite the size, Martinez Lake receives a heavy volume of boat traffic. The lakeshore is highly developed, with canoe, kayak, pontoon and fishing boats available for rent. Like Mitty Lake, fishing is the predominant sport.

Continuing upstream, we enter a 30 mile stretch of the river bounded on both sides by the Imperial National Wildlife Refuge, a green oasis in this arid land. Established in 1941, it encompasses 25,768 acres. It is home to a host of waterfowl, and birds such as the Blue-footed Booby and the Yellow-billed Cuckoo, as well as mule deer, desert bighorn sheep and western whiptail lizards.

After we proceed upstream from the Imperial National Wildlife Refuge, we pass by numerous developed areas with resources and ramps for boaters. From the Refuge to the I10 bridge crossing east of Blythe, California are facilities at Picacho State Recreation Park, Walter's Camp and the Riviera Blythe Marina. This stretch of the river is relatively quiet and isolated, with a lot of territory to explore by boat, including backwaters and sloughs for exploring, fishing and water skiing.



Continuing north from Blythe to the Headgate Dam at the north end of Parker, Arizona, the Arizona side of the river borders the Colorado River Indian Reservation and from Lost Lake Resort north, the river flows entirely within the Reservation. This area of the river tends to be lesser used by the public. The easiest access to the river along this stretch is from Highway 95 on the California side. The California shore has resorts, campgrounds, RV parks, launch ramps and other facilities. There is one obstacle along the way—the Palo Verde Diversion Dam blocks boating traffic 9 miles northeast of Blythe. This dam, built in 1957 diverts some of the flow into the Palo Verde Irrigation District canal.

The Parker Strip

Now, things start to get interesting. Starting at Headgate Rock Dam we have 14 miles of river until we reach Parker Dam. Headgate Rock Dam, constructed in 1941 to control river flows for irrigation impounds a small lake named Lake Moovalya (an Indian word for “Blue Water”), basically a wide spot in the river with a slow

moving current. The major resort at the lake is the Blue Water Resort and Casino on the Arizona side just north of Parker, owned by the Colorado River Indian Tribes. The resort boasts 200 rooms and a 164 slip marina. After leaving the reservation traveling northeast, resorts and private homes line both sides of what has long been known as the Parker Strip.

From March to September, the Parker Strip is a mecca for boaters from California and Arizona. Vessels from canoes to PWCs to unlimited hydroplanes are common sights. The river current varies from 2 to 8 miles per hour depending on releases from Parker Dam. The varying release levels of 1800 – 14000 cubic feet per second conceal or create hazards such as rocks, sandbars that change position, strainers, partially submerged and drifting tree stumps, most of which are not marked. Water depth can vary considerably from hour to hour and depending on the location along the river.

The Parker Strip is the fourth most used individual body of water in Arizona. And it is this mix of vessels, changing water levels, combined with an uneducated boating public compounded by alcoholic beverages and extreme heat that makes this a dangerous area of the river. In the 1960's this area was nicknamed the "Red River" due to the number of boating accidents and fatalities occurring here. More recently, just this past June, two night-time boating accidents on subsequent nights left one 21 year-old woman dead and 13 others injured, both resulting from small boats crashing into rocks at high speed. Another man was killed over Labor Day Weekend when he was crushed as the driver of the jet boat lost steering control when he decelerated, crashing into the dock. Most of the accidents result from failing to keep a proper lookout, operator inattention, intoxicated operation or illegal skiing practices.



The Parker Strip is also home to a number of Sector San Diego permitted marine events. The Parker International Water-ski Race in March covers the area from the Bluewater Marina upriver 10 miles to La Paz County Park. The Bluewater Resort and Casino Spring Classic, a professional high-speed powerboat race is featured in April. The Parker Enduro 300 in October is a grueling 300 mile race up and down a 3 mile course featuring seven classes of vessels from 16' to 21' long. The BlueWater Resort & Casino Thanksgiving Regatta is scheduled for the weekend after Thanksgiving, organized by the Southern California Speedboat Club is quite popular. These are only the major events, which will likely be listed soon in the Federal Register. Other events are permitted throughout the year. Sector San Diego asks the Auxiliary to assist with some of these events, as will be discussed in the third installment of this series.

Lake Havasu to Bullhead City

We now jump over the first major reservoir on our upstream tour, Lake Havasu, to take you to the portion of the river that divides Arizona from Nevada. We begin at the upper end of Lake Havasu, where the waters are wide and shallow. Navigating from the lake proper to the river can be challenging—the bottom is sandy, and the deeper channels change as the river moves the shifting sands, forming a brief delta of sorts. Boaters must be wary as they maneuver in this area.

After making it through the shallows, the next stop is Blankenship Bend, where we find a beautiful white

sandbar that has become a party island since the closing of Copper Canyon in Lake Havasu to major parties. On a hot summer day, you can find well over 100 boats beached on the low-lying island, with their passengers enjoying the hot sun and cool water, some in various states of inebriation. Music booms over the waters from many of the boats.

Proceeding upstream we next enter Topock Gorge, an absolutely beautiful mountainous canyon. The river narrows at this point. The canyon falls entirely within the Havasu National Wildlife Refuge. Boaters should move slowly through this stretch of the river to enjoy the sights. On occasion, passengers are treated to a view of Desert Bighorn Sheep maneuvering along the rocky cliffs. High speed commercial jet boat river trips travel up and down the river from Laughlin to London Bridge at Lake Havasu so visitors can enjoy a thrilling ride down the river and through this gorge. The gorge is also highly popular for paddle craft trips, many beginning at Park Moabi on the California shore near Interstate 40 and proceeding downstream to the takeout at Crystal Beach, just downstream from Blankenship Bend.

After emerging from Topock Gorge, (and Topock Marsh on the Arizona side), we begin seeing more commercial development. The river flows under a cluster of natural gas pipelines, a railroad bridge and Interstate 40 near Needles, CA. Just north of the bridge on the east side of the river is Park Moabi; on the west, Golden Shores Marina. Continuing upstream, we pass by the Nevada/California state line and then through the Fort Mohave Indian Reservation and then to the Riviera Marina on the Arizona shore.

The Laughlin Strip

The Laughlin Strip is an eleven mile stretch of the river south of Davis Dam. Bullhead City is on the Arizona shore, and the gambling mecca of Laughlin is on the Nevada shore. Lined with casinos and a shore-side river walk, this resort area abounds with visitors; many of whom bring their personal watercraft and vessels of all sorts and sizes to enjoy the river during the day when they are not otherwise occupied with the nightly attractions. As many of you know, Divisions 9 and 10 frequently host the popular Inland Rendezvous in Laughlin, providing our members with unmatched fellowship.

Commercial operators ply the river in the Laughlin area. Water taxis take visitors from casino to casino and across the river to and from Bullhead City. High powered jet boats take passenger on excursions down the river to London Bridge. Dinner cruise boats take diners upstream to Davis Dam and then back down past the gloriously lit casinos from Harrah's to the Riverside.

Sector San Diego permits a number of marine events along the Laughlin Strip. Perhaps the most popular is the Bullhead City River Regatta in August. In 2011, an estimated 29,000 floaters participated in this event. Casinos decorate and enter enormous floats that proceed down the 11 mile course. This huge event does not close down the river—boaters continue to proceed up and down the river through the tubers. And yes, it can be dangerous. During the 2010 event one of the participants drowned. The water is cold, the air temperature is usually well over 100 degrees, and many of the participants drink to excess and do not wear PFDs; (even though the sponsor requires participants to wear PFDs.) Other marine events include the Rockets over the River (fireworks show in July), and the River of Lights Holiday Boat Parade, a nighttime event featuring decorated boats.



This stretch of the river is one of the more dangerous bodies of water in the country. In 2009, 25 accidents occurred on this busy waterway between Davis Dam and the I40 bridge. As with most areas the primary causes are operator inattention and failure to have a lookout. The water is always cold, 59-64 degrees year-round as it comes from near the bottom of Lake Mohave through Davis Dam. Flow rates vary considerably, resulting in changing current speed as well as the height of the river.

There are three more sections of the river available to boaters. One is that section of river from the upper end of Lake Mohave near the Willow Beach Marina to Hoover Dam. We will explore that in the next installment in this series. The second is that part of the river within the Grand Canyon. We will not be addressing that stretch as it really has very little private boating other than rafts and dories, and we in the Auxiliary will not be patrolling those waters. Finally there is one little stretch from Lees Ferry north to the Glen Canyon Dam. This is a blue ribbon trout fishery set in a deep canyon with spectacular scenery. Yes, you can use powerboats in this area to travel upstream, and many do. Most of the water is sufficiently deep, but there are areas where a shallow draft boat would be best. There are commercial raft trips from just below the dam to Lees Ferry. But beware, do not boat downstream or have a mechanical failure below Lees Ferry—it's a long way through some of the more dangerous rapids in the country.

Something that you might not know—the Colorado River and its reservoirs are all federal waters and are considered navigable waters. Thus the Coast Guard does have jurisdiction over these waters. These waters were navigable from the Sea of Cortez, Mexico almost to where Hoover Dam was erected. Beginning in 1852, steamboats plied the river at times carrying passengers and freight upstream when the river was high enough. This era ended with the construction of Laguna Dam near Yuma.

Thus ends our discussion and description of the river portions of the Colorado River. This has been only a brief introduction. Volumes have been written on the history, geography, biodiversity and politics of this great river. Much is available on the internet to those who are interested in furthering their knowledge. I encourage you to do so.



Training and Qualifying Examination on Castaic Lake

Ken Simpson, Carroll Sears, Como George Ruffin, Tom & Donna Park, Tom & Leslie Pelosi, and Jeff Pauley—QE

SAN PEDRO, Calif. - Coast Guard Sector Los Angeles-Long Beach hosted a symposium on November 14th designed to provide southern California coastal dive boat captains and crew with coordinated information, rescue protocols and best practices to follow should a diving accident occur. In the recent years, the coastal areas of Sector LA/LB have seen an increase of dive-related casualties; one of the goals of this symposium is to achieve a more coordinated effort towards rescue and response.

Developed by the Sector LA/LB Dive Casualty Investigation team - which is made up primarily of Coast Guard Auxiliary members from D11SR - subject matter experts from the Los Angeles County Fire Department's Lifeguard Rescue Boat Section (Baywatch), U.S.C. Hyperbaric Facility Catalina, Los Angeles County Sheriff's Department, Orange County Sheriff's Department and a physician specializing in submarine and hyperbaric medicine contributed to the success of this symposium.

Major topics covered were dive gear and breathing air systems, dive emergencies and "Baywatch," hyperbaric evaluations and utilization, post-accident equipment handling, transition from First Aid to the Correct Advanced Medical, marine casualty reporting and investigations. An MH-65 Dolphin rescue helicopter from Coast Guard Air Station Los Angeles was flown-in, and the flight crew demonstrated the rescue equipment and procedures that would be used during an boat-helicopter hoist. It also provided a face-to-face opportunity for dive boat operators to ask questions and share professional concerns with industry and rescue personnel.

Captain Jim Jenkins, Deputy Sector Commander, opened with remarks with Lieutenant James Surber, Sector Investigations, as well as Jim Pearson and Bert Blanchette, Sector Dive Casualty Investigators (DCI), both of Division 4. Also participating were DCI team members Herb and Linea Haas (Division 4), and Marc Gates (Division 12)

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Trent Kelly
Command Public Affairs Officer
USCG Sector Los Angeles-Long Beach



COMDTINST M16790.1G 1-24

C.5. Chain of Leadership and Management for Resolution of Concerns

The primary purpose of the Auxiliary chain of leadership and management is to quickly and efficiently communicate information up and down its organizational levels. It does not exist to provide progressively higher and higher levels of redress for routine decisions and determinations made by Auxiliary leaders and program managers.

An Auxiliarist who is not satisfied with a decision or determination regarding Auxiliary administration, operations, or programs rendered by an elected leader or an appointed staff officer in their capacity as an Auxiliary program manager for their respective organizational level does not have an unlimited path of appeal to the Commandant. Rather, an Auxiliarist effectively has two opportunities to resolve their concern through their chain of leadership and management.

a. If not satisfied with a decision or determination, then an Auxiliarist may request that their concern be readdressed by the next higher level in the chain of leadership and management. In order to do so, the Auxiliarist must first notify in writing (e-mail is acceptable) the leader who made the decision of their concern and of their intent to readdress it with the next higher level in the chain. The Auxiliarist may then seek a preliminary review by notifying the leader in the next higher level of the chain of their concern. COMDTINST M16790.1G 1-24

b. Any Auxiliary leader who receives a written notification of concern pursuant to the previous provision must reply in writing (e-mail is acceptable) to the Auxiliarist within 15 days of receipt of the notification. If no reply is received within this time or if the Auxiliarist is still not satisfied, then the Auxiliarist may seek a secondary review by notifying the leader in the next higher level of the chain of leadership and management of their concern. Any Auxiliary leader who receives a written notification of concern pursuant to this provision must reply in writing (e-mail is acceptable) to the Auxiliarist within 15 days of receipt of the notification. This decision or determination shall be final. **The Auxiliarist's continued pursuit of the concern to higher levels of the chain may be construed as an abuse of the chain of leadership and management and may subject the Auxiliarist to administrative disciplinary action.**

Matters involving complaints that stem from inappropriate behavior that may result in administrative disciplinary action shall be handled in accordance with sections 3.F through 3.J of this Manual.

C.6. Auxiliary Leadership and Management

The Auxiliary, as a uniformed organization of civilian volunteers, presents unusual leadership and management challenges. There is no authority to hire or fire an Auxiliarist, nor is there any military command authority

Early Registration Raffle Bonus. All attendees who register early/by: Dec 17th will receive 20 free raffle tickets. Stay at the hotel with early registration and be entered for a "Special" drawing.

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2-K FUN RUN/WALK



Admiral Robert C. Papp

Commandant of the Coast Guard



Autonomy is a Good Thing

Arrogance is a Bad Thing

Selective Obedience is a Bad Thing

Selective Obedience by Junior Officers is a Bad Thing

Many CG Mishaps Investigated – Loss of Vessels and crew, Aircraft and Airmen, and Civilian Casualties.

No single cause identified, however, a thread through all these tragedies, starting with the CGC Healy, was selective obedience to regulations.

Selective obedience needs to go.

Need to create a new culture of compliant personnel.

Adherence to regulations is essential for safety.

The Auxiliary must also comply with Regulations

We need to be Safe - Professional - Uniform



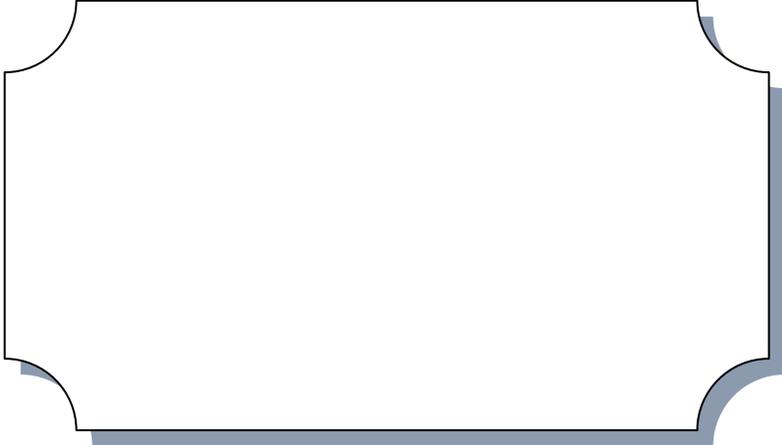
“Dependability, Integrity, Diversity”

Diversity is about our commitment to embrace men and women of all racial, cultural, ethnic, and religious backgrounds as full, equal, and vital members of our organization.

UNITED STATES COAST GUARD AUXILIARY
COMMANDER (dpa-s)
ELEVENTH COAST GUARD DISTRICT
1001 S. SEASIDE AVE, BLDG 39
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