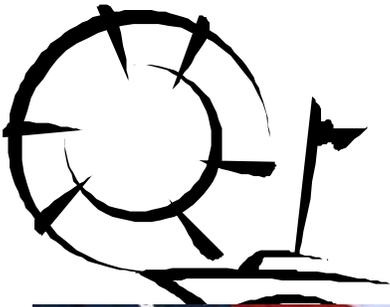


**UNITED STATES COAST GUARD AUXILIARY
COMMANDER (dpa-s)
ELEVENTH COAST GUARD DISTRICT
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Volume 8, Issue 2, June 2008



Commodore's Bulletin & Director's Newsletter

**Arizona / Southern Nevada /
Southern Utah / Southern California**

Bob Sterzenbach, DCO

AUXILIARY MODERNIZATION

I will give you an overview of what the intent of the modernization approved by ADM Allen is. As you know the Coast Guard is going through some major changes that must be approved by congress. ADM Allen has proposed and approved changes for the Auxiliary in order to better support the Coast Guard, basically the Coast Guard Sector, during these new times of changed focus. The Auxiliary must balance their activities between the tradition Recreational Boating Safety (RBS) activities and directly supporting the Coast Guard.

The first part of the modernization is to change our elected position titles from the Division up. The name Division will stay Division but the leader will be renamed Division Commander, corresponding to the three stripes (Commander) that they wear. The Vice will be Division Vice Commander. Rear Commodores will be renamed District Captains corresponding to the four stripes (Captain) that they wear. The Vice Commodore will be renamed Chief of Staff. The District Commodore will remain District Commodore. There will be no changes at the Flotilla level.

The new appointed position of Auxiliary Sector Coordinator (ASC) has been also created and is implemented. This position helps us better support the Sector's needs.

The harder part of the modernization will be better aligning the Divisions with the Coast Guard Sectors. As you know we have some Flotilla "overlap" into other geographic areas of two or more Divisions. It is my intent to give our Division and Flotilla leaders a voice into what happens. Your input is important.

Divisions will be encouraged to staff "Light" having only Staff officers for: SR, FN, IS, Response, Prevention, and Logistics (total 6). When the new AUX Manual is soon released the requirement for 10 members minimum per flotilla, and five flotillas

minimum per division will go away. The requirement will be for the flotilla and/or division to maintain a level of activity. Flotilla organization will not change.

We do have some time to complete this as the final plan has to be to National by N-Train in January of 2009 with actual implementation at elections of 2009 and taking place January 2010. The position name changes can be implemented immediately.

As you can see we are in exciting times with many new opportunities to assist the Coast Guard and our fellow Americans.

CDR Dick Symons



D11 South is fully funded for operational patrols and SAMA this year

If you've attended any of the District Board & Staff meetings or Division Change of Watches this year you heard me repeat the same message each time. Both Sector San Diego and Sector Los Angeles-Long Beach have planned for a full schedule of Auxiliary patrols and now that the busy boating season is upon us, it's time to get out there and patrol. Plus, if you're one of the many boat owners complaining about the high cost of fuel, here's your chance to get underway for free!

The Coast Guard will soon be donning the new "untucked" version of the ODU; this uniform will not be available to the Auxiliary until late 2008. The "tucked" (current) version of the ODU is authorized for wear by Auxiliarists until no longer serviceable. The Uniform Distribution Center is offering certain sizes of the "tucked" ODU at two-for-one prices; additional information is at www.uscg.mil/uniforms.

Congratulations to Stepheni Norton, DSO-SR, selected by MSST 91103 as its new Ombudsman. As a testament to the outstanding reputation of Auxiliary commitment and performance, the Commanding Officer of the MSST specifically solicited for an Auxiliary member for this important job. The Ombudsman position is a critical link between the command and the families of the crew. With crew families scattered throughout the Los Angeles/Orange County area, Stepheni's exceptional computer knowledge will serve her well she assists MSST families with information on family services, sources of assistance, family benefits, and deployment information.

We all at one time or another have a question regarding something about the Auxiliary. Most of those questions have probably been asked by others and the correct answer exists out there somewhere. Well, the tool to find those questions & answers is here! It's called Auxiliary Knowledge Base (AuxKB) and it's available to anyone on the internet. AuxKB is an interactive tool enabling members to find answers to frequently asked questions. It's organized along subject areas, making it very easy to find the answer to that question you've always wondered about. Check it out at <http://kb.cgaux.info>

HELP NEEDED FOR USCGC EAGLE VISITS

The United States Coast Guard Cutter Eagle will be arriving to the Port of Los Angeles in August. It will be docked at Berth 87 north of the Fire Station. This is very high profile visit for the Coast Guard and they are expecting many thousands of visitors. There are also about 6 organizations assisting in the event, and we will be interfacing with them. The USCG Auxiliary's responsibility will be to conduct tours on the Eagle, host a boating information booth, assist Public Affairs and provide support in other areas, such as welcoming, recruiting, transportation and general information.

On each day we need a minimum of 40 Auxiliarists.

The dates of the events are: August 1-4 and August 15-17

Location: San Pedro - Berth 87

Uniform: Eagle Tour Guides:

**Undress Summer Blue Alpha with member collar devices and
Auxiliary ball cap with member device.**

Ashore: Undress Summer Blue Alpha.

This code will be strictly enforced.

failure will result in non-participation.

Time: Various shifts, spanning between 1000 to 1700 hours

RSVP: For August 1-4 by July 29, 2008

For August 15 -17 by August 12, 2008

Barbara De Cuir Auxiliary Event Coordinator

e-mail : barbarajdecuir@earthlink.net

Cell : 310-344-6282

Anthony Turner Auxiliary Public Affairs

e-mail : anthony.turner@yahoo.com

Cell: 310-908-6950

More detailed information will be given to those participating.



Eric DeCuir, VCO

AUXILIARY - AMERICA SALUTES YOU!

I know we all sometimes wonder how much does the American public really recognize and appreciate our efforts as America's volunteer lifesavers. Well, I can assure you – America salutes you for your efforts.

I recently had the honor of representing D11SR at the Torrance Armed Forces Parade held in May. Division 13, a long time parade participant, did a wonderful job representing the Auxiliary as they took part in the largest parade of its kind in the nation. The parade included everything from flyovers by F-18 fighter jets to dignitaries that included a Congressional Medal of Honor recipient. All the services were represented by men and women in uniform. A number of veterans were also honored for their service.

Everywhere I went, I too was thanked for serving our country. But, oddly, as good as it felt to hear those gracious words of thanks, I often found myself replying "Thank you for allowing us serve you!"

But one event, took me quite by surprise. At a dinner hosted by the Mayor of Torrance, I had a chance to meet that Medal of Honor recipient. He was sitting quietly alone with his wife. "I need to shake that gentleman's hand" I thought.

I got up from my table and introduced myself to CPL Tibor Rubin. Rubin, born in Hungary became an American citizen and joined the Army in 1950 and fought in the Korean War. As I shook Mr. Rubin's hand, I was surprised by his reaction. He seemed just as honored to shake my hand as I was his. He gave high praise to the Coast Guard. He even asked if he could get a picture of me with him and his wife.

Leaving that evening very puzzled, the next day I got on the computer and found out more about CPL Rubin. While serving with the 8th Cavalry Regiment in the Korean War CPL Rubin had been repeatedly nominated for awards but was overlooked due to anti-Semitism. It seemed that recognizing him for his service, was something that never happened to him until he was awarded the Medal of Honor in 2005.

But what struck me was CPL Rubin's deep appreciation for those who serve their country, including the volunteers of the Coast Guard Auxiliary. To meet this humble and thankful man on the street you would never know he is one of the few who have earned our country's highest military honor.

So after my long day in Torrance, CA I can let all you know – Auxiliary, America salutes you for what you do - including a Medal of Honor recipient.



Richard Kolligian, RCO-N

Listening to the Other Person

"Courage is what it takes to stand up and speak. Courage is also what it takes to sit down and listen", -Sir Winston Churchill.

There is no substitute for human exchange – sit down and talk with people. Take time to listen. You will learn more – and probably accomplish more – than you would sending a dozen emails. I fondly recall those 'good ole days' before everyone was connected. Yes, I must admit that I have never been completely comfortable with electronic communication. Sure, I appreciate (and even preach) the value electronic communications brings to our society. At the same time, I fret about what we have lost because of electronic communications. Can we not strike a balance?

We are awash in email, texting and cell phone banter. We are probably doing little in the way of actual communicating. With email & texting, we tap out words – often with little or no regard for spelling, punctuation, case, tense or even meaning – leaving the recipient to decipher the intent. We have no opportunity to look into the eyes of another person or to hear the tones of that person's voice. We miss the opportunity to pick up on body language. We are left to wonder whether the person is angry, excited, happy or sad when the words are typed out. A little happy face or a frownie at the end of a sentence just doesn't do the job. An email or a text message offers us no opportunity to listen to the other person. The cell phone, like the landline, is a tad more personal because we can hear the other person's voice. Still, the magic of the face-to-face meeting is desired.

I would submit that email, texting and cell phones do not bring us together, but actually serve to isolate us because we never really get to know those we have never met or with those we have seldom seen in the flesh. And electronic communication can put distance between old friends unless they reinforce their ties through old-fashioned human-exchange. No, I am not so foolish as to suggest we abolish electronic communication. It is neither possible nor desirable. Rather, I am suggesting a renewed emphasis on human exchange – on sitting down and talking *with* (not "to" or "at") people. Spend more time with people. Engage in real conversation. Watch, listen and learn, share ideas and build the bonds of friendship. Perhaps that is our greatest secret – the secret of communication.



Michael Johnson, RCO-Inland

Things are heating up here in the desert

The anti-exposure coveralls have been stowed away in favor of Hot Weather Uniforms and sunscreen.

Division 9 has been very active with the marine events on Lake Havasu and the Parker Strip below Lake Havasu. Several events are scheduled nearly every week through Sector San Diego. Division 9 has also been completing their allocation of PATON inspections, and conducting training activities as well as safety patrols on Lake Mohave and Lake Mead. The Division is equally busy with our recreational boating safety mission, conducting VSCs of Forever Resorts' rental houseboats as well as other vessels, its Sea Partners' program where thousands of children receive water and boating safety as well as environmental education, and supporting the Tri-State Boating Safety Fair and other public affairs events promoting our boating safety messages and education.

Division 10 has been equally busy with dozens of safety patrols on Powell, Pleasant, Roosevelt, Saguaro, and Canyon lakes. Already this year, Division 10 has been credited with four lives saved. The Division has participated in a number of public affairs events, including the Arizona Safe Boating Celebration at Lake Pleasant and the Arizona Game & Fish Department's Outdoor Expo and the Bass Pro Shops' "Fit to Float" life jacket campaign. The Division's VSC program has been active as well.

It is not too early to get your reservations in for the Inland Rendezvous, this year to be held in Tucson, Arizona on October 10-12. The Division Captains have each been provided with a packet of information for distribution to the members. Activities this year include tours of the Titan Missile complex, the Pima Air Museum, Old Tucson (western town), the Arizona Sonoran Desert Museum, a Friday "Fun Night", Saturday Night Banquet and a Sunday BBQ and pool party. Don't miss the District's premier fellowship event of the fall season.

Prevention Department, 2008 (Marine Safety and Environmental Protection)



By Deborah Johnson, DSO-MS D11SR

I have just read the Marine Safety Performance Plan for 2009-2014, as presented by Rear Admiral James Watson, Director of Prevention Policy (CG-54), and it encompasses a number of issues and areas within Marine Safety that directly impact the Auxiliary. He indicates that Marine Safety will play an increasing role in the Coast Guard as the service attempts to add stepped-up marine safety and security goals to protect our coastlines, ports and inland waterways to its already full list of responsibilities. Later documents will include performance plans for environmental protection and recreational boating safety.

Rear Admiral Watson's bottom line is that the Coast Guard does not have enough active duty people to meet the needs of its missions, and it will therefore step up recruiting, make "M" careers a preferred choice, employ civilian contractors and seek to make better use of the Auxiliary to meet its mission goals. We have an enormous opportunity to step up to the plate with well-trained, hard working members dedicated to service in the "M" Department; with the periodic transfer of active duty people, Auxiliarists have the chance to become the knowledge base for "M" Departments in our two Sectors because this is where we live and work – we don't move every three years. So our training and knowledge of local areas and issues can become a tremendous resource for the active duty Coast Guard.

This opportunity carries with it a very heavy responsibility to train seriously, work actively and be both professional and responsible in our conduct, whether we are assisting active duty people or the general public. Working within the "M" areas is not as straightforward a process as that of becoming crew or

coxswain qualified; instead, it requires taking and passing four courses, and then training in specific job areas to become qualified to work in those areas.

The Trident Program is the MS/MEP training program; the four 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 four courses: 1) Introduction to Marine Safety and Environmental Protection (IMSEP), 2) Good Mate course, 3) ICS 100 and 4) Initial Indoctrination to Marine Safety (IIMS). All have online study guides; the first three 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.

When all four courses have been passed, the member is eligible to receive and wear the Trident 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 I receive this complete packet, I review it and sign the application, which I then forward to the OTO with a letter requesting award of the Trident 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. Two of these, the AUX-MSAM and AUX-MEES PQSs, are strictly Auxiliary PQSs – they are not administered or signed off by active duty personnel, but by the DSO-MS. They must be mentored by an Auxiliarist who already holds the PQS, and the Letter of Designation (LOD) for both of these 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 one other ADSO-MS holding the PQS. Other PQSs must be mentored by an Auxiliarist holding the 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.

"According to ALCOAST 387/07, Auxiliarists may..." NOT earn any active duty PQSs with the exception of the Commercial Fishing Vessel Examiner PQS (CFVE); any active duty PQSs earned PRIOR TO the ALCOAST may be retained.

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

Once the minimum four PQSs are completed, the "Conditional" Award of the Trident Pin may be approved. Permanent award of the Trident Pin is dependent on four continuous years (min 96 hours each year) of performance in "M" activities. 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,

SMALL BOATS MAY BE THE WEAPON OF CHOICE FOR TERRORISTS

(To reduce the potential for such an attack on the United States, the Department of Homeland Security has developed a new strategy intended to increase security)

The U.S. Department of Homeland Security (DHS) released its new Small Vessel Security Strategy (SVSS) document, designed to close security gaps and reduce risks associated with the potential exploitation of small maritime vessels. [An online Fact Sheet on the SVSS is also available.](#) Auxiliarists are encouraged to become familiar with these documents, and to promote America's Waterway Watch Program when conducting RBS activities (teaching public education courses, conducting vessel safety checks, conducting RBS program visits, and making speeches to local marinas, yacht clubs, and other groups).

As boating season approaches, the Bush administration wants to enlist the country's 80 million recreational boaters to help reduce the chances that a small boat could deliver a nuclear or radiological bomb somewhere along the country's 95,000 miles of coastline and inland waterways.

According to an April 23 intelligence assessment obtained by The Associated Press, "The use of a small boat as a weapon is likely to remain al Qaeda's weapon of choice in the maritime environment, given its ease in arming and deploying, low cost, and record of success." While the United States has so far been spared this type of strike in its own waters, terrorists have used small boats to attack in other countries.

The millions of humble dinghies, fishing boats and smaller cargo ships that ply America's waterways are not nationally regulated as they buzz around ports, oil tankers, power plants and other potential terrorist targets. This could allow [terrorists](#) in small boats to carry out an attack similar to the USS Cole bombing, says Coast Guard Commandant Adm. Thad Allen. That 2000 attack killed 17 American sailors in Yemen when terrorists rammed a dinghy packed with explosives into the destroyer. "There is no intelligence right now that there's a credible risk" of this type of attack, Allen says. "But the vulnerability is there."

To reduce the potential for such an attack in the United States, the Department of Homeland Security has developed a new strategy intended to increase security by enhancing safety standards. The [Coast Guard](#) is part of the department. On Monday officials will announce the plan, which asks states to develop and enforce safety standards for recreational boaters and asks them to look for and report suspicious behavior on the water -- much like a neighborhood watch program. The government will also look to develop technology that will help detect dangerous materials and other potential warning signs.

The United States has spent billions of dollars constructing elaborate defenses against the monster cargo ships that could be used by terrorists, including strict regulations for containers and shipping. "When that oil tanker is coming from the Middle East, we know everything about it before it gets here," said John Fetterman, deputy chief of Maine's marine patrol. But when it comes to small boats, he said, "nobody knows a lot about them."

Initially the government considered creating a federal license for recreational boat operators, but that informal proposal was immediately shot down by boating organizations. Coast Guard and homeland security officials have toured the country in the past year to sound out the boating industry and its enthusiasts. While the government insists there will be no federal license, the strategy suggests that the government consider registering and regulating recreational boats.

There are about 18 million small boats in the country, contributing to a \$39.5 billion industry, according to a 2006 estimate from the National Marine Manufacturers Association. Fetterman and

his officers regularly get intelligence reports about unknown or unrecognized boaters taking pictures of a bridge or measurements of a dam. But he says there just aren't enough officers on the water to address every report.

The only way to police the waterfront, says maritime security expert Stephen Flynn, "is to get as many of the participants who are part of that community to be essentially on your side." Flynn, a fellow with the Council on Foreign Relations, says treating boaters as allies rather than as a threat will go a long way. The government has taken tentative first steps to secure the waterways, but at a much slower pace than the effort aimed at large container ships.

Small boats are not the top terrorist threat facing the United States, officials say. But the nation shouldn't wait to be attacked, said Vayl Oxford, the head of homeland security's Domestic Nuclear Detection Office. "We just cannot allow ourselves to get to the point where we're managing consequences," he said. Oxford's office is leading two pilot programs that train and arm harbor patrols with portable radiological and nuclear detection equipment, starting with Seattle's Puget Sound. A similar program for San Diego is in the planning stages.

Many local departments across the country have been concerned with the small boat threat. The New York Police Department has scuba teams and marine units equipped with radiation detection that patrol New York waters. But few departments across the country have similar resources. That is why the strategy is intended to create a layered defense that would create a national federal standard to operate a boat, Allen says.

The Coast Guard will work with states to establish minimum safety standards and ways to enforce the new rules. That may include requiring boat operators to have a copy of the safety certification on board with them and a piece of identification that links them to the certificate. That's important, security officials say, because currently there is no uniform requirement for pleasure boaters to have identification on board with them on the water.

The government defines small boats as any vessel less than 300 tons. The new strategy will not only create more awareness on the water, but additional state safety requirements could have other benefits: keeping boats shipshape and having their inspections up to date; more lifesaving equipment on board; and possibly fewer drunken people operating boats, said California's homeland security adviser Matthew Bettenhausen.

In 2006, there were 710 boating deaths, more than 3,400 injuries and close to \$44 million worth of property damage, according to the latest statistics from the Coast Guard. Of the 710 deaths, 70 percent occurred on boats operated by someone who did not have boating safety instruction.

"To the extent you can limit those kinds of problems, that means there's more resources that can be focused on the terrorism-prevention mission," Bettenhausen said. "This is the way you buy down the risk," said Mark Dupont, a senior intelligence officer with Florida's department of Fish and Wildlife Conservation Commission. Requiring minimum safety instruction may very well make the waters safer, says Mark Jambretz, a 36-year-old recreational boater in San Francisco. But Jambretz is skeptical that it would have an impact on the terror threat.

"As long as you have sailboats or powerboats running up along a giant container ship -- or any type of ship -- you wouldn't be able to tell them from a boat loaded with anything else," he said. But Allen says a boater on the water every weekend knows where people fish and knows when a boat near a piece of critical infrastructure looks out of place.

"The small-boat community is not the problem," he said. But he added that with this strategy, they would now be part of the solution.



Harry Jacobs, RCO-S

Terrorist Attack Tests Readiness of District 11-South Coast Guard Auxiliary

Formed in 1939, by the Roosevelt Administration, as an emergency response to the need for the Coast Guard to have a Reserve component for fighting the War with Germany, the Coast Guard Non-military Reserve, known as the Coast Guard Auxiliary after 1941, is celebrating its 69th anniversary by participating in a similar activity to the period in which it was founded; "war." Yet some things have changed. The September 11 terrorist attack on the United States has tested the preparedness of America's military establishment and the readiness of her volunteer organizations to "step-up to the plate" and assist where needed. Auxiliarists from Coast Guard Auxiliary District 11 – Southern Region took off time from work, some without compensation, made their Operational Facilities (OPFACs) available, served as Coxswain and Crew on Port Security Patrols, worked in the Los Angeles Crisis Action Center (LA-CAC), stood Watches at Coast Guard Station Los Angeles, and still maintained the Public Education, Vessel Safety Check and Safety Patrol Operations functions that were the normal tasking of the Auxiliary. Yet, in 2008, many of our members have become relaxed, complacent, and casual about the needs of the Coast Guard and the Auxiliary. Why? In my opinion, we are entered a period of unique political and social instability starting with the terrorist attack in 2001, which military decisions became based on short-term objectives designed to root out and destroy groups and individuals who opposed human dignity, democracy, and freedom. These actions were unconventional military encounters, which were devoid of large landings, massive airborne operations, and even great naval task forces proceeding to the area of combat.

These military encounters were and are unconventional because the battlefield is worldwide, including the United States, its territories, and possessions against an enemy, which is not easily identified and/or located. However, like all "wars", there have been successes and failures. There have been victories and defeats. There have been survivors and there have been casualties; more casualties than expected by the American public, but the nearly 3000 people who were murdered at the World Trade Center, the Pentagon and in Pennsylvania. So, why are we confused about this conflict? The conflict is unconventional, but we are evaluating it as a conventional conflict, which it is not. As Americans, our way of life is being tested, again. As Americans, our will to persist is being tested, again. As Americans, our willingness to fight for the ideals we believe in is being tested, again. As Americans, our tolerance for others, who are different from us, is being tested, again. As Americans, we must be ready, again. Are you ready?

The uniform worn by the Coast Guard Auxiliary represents a proud tradition and a worthy mission—the Coastal Defense of the Nation. As Auxiliarists, we represent a more experienced, more mature and more diverse resource within the Coast Guard than is available within the other branches of the military. We have

an obligation and a duty to make our resources available for the "war effort." If you have not "stepped to the plate", now is the time! Don't become casual about the need for anti-terrorist activity, but rather be pro-active by supporting the Coast Guard Sector where and when your assistance is needed. Volunteer for Patrols that help secure our harbors and waterways. Volunteer to work at the Coast Guard Station served by your Flotilla. Volunteer for the Dock Walker Program. Volunteer to do Vessel Safety Checks and teach Public Education Classes and Volunteer for the Maritime Domain Awareness Program. The threat is real. It's just not conventional. You can make a difference, so volunteer now!

Remember, the Coast Guard Motto is, "SEMPER PARATUS" – Always Ready! Make certain you are ready!

U.S. COAST GUARD AUXILIARY CONTINUES TO PROMOTE NEIGHBORHOOD WATCH PROGRAM AT WATERFRONT

Not long after September 11, 2001, America's Waterway Watch (AWW), a public outreach program, that encourages participants to simply report suspicious activity to the Coast Guard and/or other law enforcement agencies was born. Today, *America's Waterway Watch (AWW)*, a combined effort of the Coast Guard and its Reserve and Auxiliary components, continues to grow, enlisting the active participation of those who live, work or play around America's waterfront areas. Coast Guard Reserve personnel concentrate on connecting with businesses and government agencies, while Auxiliary Members of the Coast Guard focus on building AWW awareness among the recreational boating public and public stakeholders, such as marina's.

WHY DO WE NEED AMERICA'S WATERWAY WATCH?

America's coasts, rivers, bridges, dams, tunnels, ports, ships, military bases, and waterside industries may be the terrorists' next targets. Though waterway security is better than ever, with more than 95000 miles of shoreline, over 290,000 square miles of water, and approximately 70 million recreational boaters in the United States, the Coast Guard and local first responders can't do the job alone. *America's Waterway Watch* is similar to the *Coast Watch* program of World War II, which caused the early growth of the Coast Guard Auxiliary, who were mobilized as a uniformed, civilian component of the Coast Guard to scan the coast for U-boats and saboteurs attempting to infiltrate the shores of the United States. Today, *America's Waterway Watch* goes one step further: It calls on ordinary citizens who spend much of their [time](#) on and around America's waterways - to assist in the War on Terrorism on the Domestic Front.

In addition to its public outreach efforts the Coast Guard Auxiliary has also increased its public presence and outreach efforts in major marina's and ports, such as in southern California and the Port of Los Angeles/Long Beach. For more information about America's Waterway Watch program visit <http://www.americaswaterwaywatch.org/index.htm> If you are interested in assisting in a more formal capacity, either as a paid professional or trained volunteer, you should consider a civilian or military career with the United States Coast Guard (<http://www.gocoastguard.com/jobs.html>) or joining the Coast Guard Auxiliary (<http://www.cgaux.org/>).



Mike Fulgham, RCO-SD

BUSY TIME IN SAN DIEGO

Besides meeting regularly scheduled safety and PATON patrols, both Divisions 01 and 16 have been busy supporting several special operations and a military loadout operation for Coast Guard Sector San Diego. One major event was the Red Bull Air Races that were held from May 1st to May 4th. Divisions 01 and 16 vessels supported active-duty Coast Guard response boats and cutters to keep the race area clear of any commercial and recreational boats. Thrown into the Saturday race events was the San Diego Parade of Ships that kicked off the San Diego's Fleet Week celebrations. Bravo Zulu to those Auxiliary Crews that helped with this effort.

Flotillas in both divisions have focused upon vessel examination events, public boating classes, and public affairs exhibits. Flotilla 1-1 responded to a call by the San Diego Life Guards to help inspect 120 vessels on its mooring balls in Mission Bay. Ninety eight vessels were inspected over four Saturdays this last April. Marinas in Mission Bay have also asked the Auxiliary to conduct VE blitz events.

Divisions 01 and 16 have and are currently conducting boating safety and navigation classes. The interesting thing about this public education effort is the marine dealer support of providing store area and resources in which to teach our classes and the course advertising support by the same dealers. Members from both divisions have also staffed an RBS Auxiliary Exhibit at the recent Fred Hall Boat Show held at the San Diego County Fair Grounds in Del Mar, California.

Concurrent with our operational support and public education missions, the Coast Guard Auxiliary in the San Diego area of operations has started moving towards integrating its organizational structure to support Coast Guard Sector San Diego. Our Auxiliary Sector Coordinator has established a staff to coordinate Auxiliary direct support of the Sector San Diego Response, Prevention, and Logistic Departments. This in turn has caused the active-duty Coast Guard to provide marine domain awareness and environmental protection training for 35 Auxiliary members over the last two months.

Recruiting and retention is right now the biggest priorities for both San Diego area divisions. Member training is also part of those priorities to get members qualified in leadership, boat crew, land patrol, and Auxiliary specialties. Hopefully as the summer nears, our public education, vessel examination, public affairs and land patrol efforts will help us get our message

out to the boating public that Auxiliary needs more dedicated citizens to become members in order to carry out our recreational boating safety and homeland defense support missions.



CWO Chris Ruleman

Changes Continue

You may have noticed a change in the 7030 recently. 01A is no longer listed as a safety patrol but is now a MOM patrol. Continue to use this code to report all patrols that you would have classified as safety in the past.

As discussed last time, the PFD changes are starting to solidify. All facilities that can exceed 35 MPH must use speed rated PFDs as of July 2009. Inflatable PFDs and float coats are not currently speed rated so they will be unauthorized on the faster facilities. Keep in mind that this is the speed your facility is capable of and not what you normally run.

Another issue that has come to light again is refueling of your facilities. The expectation from the Coast Guard is that you commence your patrol with a fully fueled, mission ready facility. I understand that sometimes you go out several days in a row and refueling everyday can be a burden but unless you remain above 90 to 95 percent fuel, you are not mission ready. Treat fuel just like all other required equipment. You would never get underway with half your lines, half your anchor, or half your crew. We are never really sure what we will be called to do during a patrol so start ready. Semper Paratus is not just something we say to close a speech.

I look forward to seeing you soon.



**MEET RAY PAGES – OUR DISTRICT PHOTOGRAPHER
HE'S THE MEMBER WHO TAKES ALL OF THOSE WONDERFUL PICTURES**

Commodore's Bulletin and Director's Newsletter

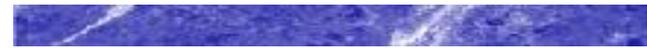
Gerri Flynn, DSO-PB
gerriflynn@aol.com
(anything you want in the Bulletin)

Bud Lathrop, ADSO-PB
lathrop@commspeed.net
(approval of newsletters)

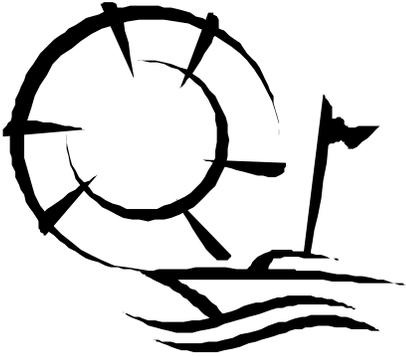
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(printing the Bulletin)





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 ELEVENTH COAST GUARD DISTRICT
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 SAN PEDRO, CA 90731-7391



*Eternal Father, Lord of hosts, Watch o'er those who guard our coasts.
 Protect them from the raging seas and give them light and life and peace.*

Members who have crossed the bar

- | | | |
|----------------------------------|----------------------------|------------------------------|
| Richard M. Akita | F. Tony Benigno | Kenneth G. Berggren |
| Betty L. Biza | Jack Boardman | Henry W. Burke |
| Thomas N. Capp | Charles E. Darcy | James De Nicholas |
| Timothy M. Dolan | Frederick P. Eade | John C. Farris |
| Burton L. Fischer | Suzanne E. Frentz | Alice Gerstman |
| John A. Gremer | Zaz Haan | Donald J. Hester |
| James Vance Holdam Jr. | Vickie L. Kaufman | Richard A. Isaacson |
| Marion R. Kalan | Grant R. Kippert | John B. Kimel |
| Charles Laver | Alice A. Naylor | Robert V. Matelli |
| John J. Morris | Thomas S. Powell | Violet Parkhurst |
| Judith F. Ninabuck-Gothan | Edward A. Suppe | Charles L. Reynolds |
| Mildred E. Pearson | Dorothy D. Thompson | John J. (Jack) Swartz |
| Paul T. Scanlan | John P. Weaver | Dominick Tinti |
| Charles W. Swift | | |
| Richard E. Van Lier | | |