Commodore's Bulletin & Director's Newsletter

Volume 12, Issue 1
March, 2012

Prevention

by Kim Castrobran, District Directorate Chief–Prevention

I would like to take the opportunity to say a big thank you to all the members who worked so hard to put together what was a superb DTRAIN 2012! I had the opportunity to meet with and discuss goals for 2012 with the District Staff Officers in the Prevention group. The DSOs in the Prevention Department are up and running with their respective departments, with dedication and great enthusiasm and I look forward to working with them. They are Jim Haas, MS, Robert Holm, MT, Richard Reinhardt, NS, Denny Densmore, PA, Marvin "Ken" Harrell, PE, Anna Smeal, PV, and Darrell Hannon, VE.

We will work on promoting the Coast Guard and Auxiliary core missions. Boating Safety and Public Education are at the forefront. In addition to these important roles, we will be also working on developing the Marine Safety mission which includes marine environmental protection and educating the public and our partners on the vital need to protect our environment and implement safe practices in and out of the water. The element which will empower the Auxiliary member to further this goal is the Auxiliary Outreach Program (Aux-Mees PQS). A workshop was held at DTRAIN 2012, and we have several members who are on their way to earning this valuable qualification. I encourage each and every one of our members to consider this qualification in furthering their individual education enhancement and the opportunity to serve.

Looking forward to a successful and safe 2012 for all our members!

LONG BEACH, Calif. - Kim Castobran preparing to retrieve package in water (PIW). On November 19, 2011, the crew of the "Sea Hawk" took part in a PIW recovery operation in Queensway Bay, Long Beach during stormy weather conditions. Photo courtesy of Jacquelyn A Garrabrant, SO-PB 5.

Inside this Issue

Funding the Auxiliary:	p. 2
Cmdr. Matlin Retires:	p. 4
Final Honors:	p. 4
Reaching Beyond:	p. 5
Getting Back To Basics:	p. 6
2012 - A New Beginning:	p. 7
Sector San Diego:	p. 8
Crew of the "Sea Hawk":	p. 9
Human Resources:	p. 10
Diversity:	p. 11
Member Training:	p. 12
Coast Guard Procedings:	p. 13
Operations Training Officer:	p. 14

Funding the Auxiliary — Who Pays for What?

by Harry M. Jacobs, District Commodore

With the assistance of Tom Nunes, Vice President, Giving & Outreach, Coast Guard Auxiliary Association, Inc.

During the Auxiliary's formative years, it was understood that the Coast Guard would provide some, but not all, support to the Auxiliary. However, at the end of WWII the Coast Guard began to re-evaluate its commitment in light of Post WWII budget cuts, telling auxiliary leadership to be prepared to become largely self-supporting. In preparation, the National Board incorporated in 1957 and changed its name, in December 2000, to the Coast Guard Auxiliary Association, Inc., a non-profit organization dedicated to raising money to replace funds lost from the Coast Guard's decision to withdraw financial support for Recreational Boating Safety. It was obvious that this new organization would have to move quickly to keep the Auxiliary missions afloat. Since its inception, the Association developed several avenues of revenue: printing, selling public education textbooks, selling uniform accessories and safety equipment, and seeking donations from non-Coast Guard sources. It continues to do well managing its fund-raising responsibilities, in addition to collecting dues set by the National Board and administering those funds in support of the National Auxiliary operations and programs. Dues cover about 25% of the National Board, staff, and program expenses. The Association does not charge a management fee for its services. So who pays for what?

The Coast Guard funds the operation of the following:

- The Office of the Chief Director
- DIRAUX offices
- District Training [DTRAIN]
- District Board and Staff support
- Patrol expenses
- SAMA allowances
- Catastrophic claims
- "C" School training, and
- Operation of the Auxiliary National Supply Center in Granite City, IL.

The Coast Guard Auxiliary Association, Inc. and Member Dues funded the following at a annual expense of $1,065,895, in 2010, and $977,492, in 2011, not including agreements with partners established to provide VSC program support for decals, posters, or RBSVP pamphlet/materials displays:

The Auxiliary Center [AUXCEN] in St. Louis, including paid staff [four full-time including two warehouse workers, the Executive Director, and one office worker. In addition, there is one part-time worker in the office] Other costs include:

- Printing and distribution of boating safety education materials
- Outreach materials
- Education program pamphlets and posters, and
- Auxiliary National servers supporting National, District, Division, and Flotilla websites
- The Auxiliary National Convention [NACON]
- The National Directorates, allowing them to perform their tasks working with Coast Guard, District, Division and Flotilla Officers.

So what? If the membership of the Auxiliary continues to decline (now at 31,199, including AP Members, as of 1 January 2012) and revenues from the traditional sources used by the Association, such as PE materials, fall short of projections, only three options will be available to the Auxiliary. They are (1) reduce operational expenses and services of the National Board and staff; (2) increase revenue from non-traditional sources such as grants, endorsements, commissions on member services, Associate Memberships, and corporate sponsorships; or, as the last alternative, (3) increase member dues to fund needed Auxiliary program priorities. [Note: the last increase in member dues was approved by the National Board in 1998 and in 2 different installments: (1) in 1999 for $3; and, (2) in 2004 for $3. The approved recommendation was for a total of $6 over a 5 year period.]

So what? Which of the three above would you prefer? I suggest that this question be discussed at one of your Flotilla meetings and feedback from that discussion be sent to me, via the chain of leadership and management, because I am interested in your opinion.

District Bridge (DEXCOM)

District Commodore (DCO): . . . . . COMO Harry Jacobs
District Chief of Staff (DCOS):. . . . . Alfred J. Verdi
Director of Auxiliary (DIRAUX): . . . . . BOSN4 R.J. Hutchison (Acting)
Auxiliary Affairs Specialist: . . . . . Leslie B. Pelosi

District Captains (DCAPT)

San Diego / Inland (SD/I): . . . . . Robert G. Nowak
Los Angeles / Long Beach North (LA/LB-N):. . . . . Alan C. Carver
Los Angeles / Long Beach South (LA/LB-S): . . . . . Tom V. Jacobsmeyer
Immediate Past District Commodore (IPDCO): . . . COMO Michael C. Johnson

District Staff

District Directorate Chief - Logistics: . . . . . Victoria L. Jacobs
AuxChef. . . . . J. Kevin Dempsey
Communication Services:. . . . . Stephen C. Johnson
Diversity:. . . . . Selwyn J. Keane
District Planner: . . . . . Harold L. Bodkin
Human Resources: . . . . . Thomas W. Shaw
Information Services: . . . . . Harold L. Pruett
Materials: . . . . . Richard K. Kaufman
Publications: . . . . . Julia D. Dye
State Liaison: . . . . . COMO David L. Pottinger
District Directorate Chief - Prevention: . . . . . Kim E. Castrobran
Marine Safety:. . . . . James J. Haas
Member Training: . . . . . Robert E. Holm
Navigation Systems: . . . . . G. Richard Reinhardt
Public Affairs:. . . . . COMO Richard W. Densmore
Public Education:. . . . . Marvin K. Harrell
RBS Visitor Program: . . . . . Anna M. Smeal
Vessel Examination: . . . . . Darrell L. Hannon
District Directorate Chief - Response:. . . . . William H. Scholz
Aviation: . . . . . Eugene A. Korney
Communications: . . . . . Roy L. Lay
Incident Management: . . . . . Jon Eric De Cuir
Operations: . . . . . Dale R. Zimmermann
Finance: . . . . . Virgil A. Campbell
Legal/Parliamentarian: . . . . . Bruce J. Kelton
Secretary/Records: . . . . . Tanya M. Wilkins

District Board

President Of Past Captains Association: . . . . . COMO David L. Pottinger
Immediate Past District Commodore: . . . . . COMO Michael C. Johnson
Commander, Division 1:. . . . . Thomas J. Stoddard
Commander, Division 4: . . . . . Thomas Pelosi
Commander, Division 5: . . . . . Anthony M. Ashlin
Commander, Division 6:. . . . . Donald G. Norby
Commander, Division 7: . . . . . Roy Graboff
Commander, Division 9:. . . . . Mary K. Napier
Commander, Division 10:. . . . . Suzanne M. White
Commander, Division 11: . . . . . Joe Vara
Commander, Division 12: . . . . . Robin C. Neuman

COMMODORE'S BULLETIN AND DIRECTOR'S NEWSLETTER
March 2012
Volume Twelve, Number One

POSTMASTER: Send address changes to
UNITED STATES COAST GUARD AUXILIARY
COMMANDER (dpa-s)
ELEVENTH COAST GUARD DISTRICT
1001 S. SEASIDE AVE, BLDG 39
SAN PEDRO, CA 90731-7391 Copyright 2012 by District 11 Southern Region.
All rights reserved.

CONFIDENTIALITY NOTICE
PRIVACY ACT OF 1974

The disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act 1974. The subject ACT, with certain exceptions, prohibits the disclosure, distribution, dissemination or copying of any material containing the home address, home telephone number, spouses name, and social security numbers, except for Official Business. Violations may result in disciplinary action by the Coast Guard and/or civilian criminal sanctions.

SUBMISSION GUIDELINES

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

Julia Dye
juliaddye@gmail.com
818-349-6640

Who We Are

Since 1939, the men and women of the United States Coast Guard Auxiliary have volunteered millions of hours in support of the U.S. Coast Guard and the recreational boating public.

We are the uniformed civilian volunteer arm of the Coast Guard.

Our Missions

Recreational Boating Safety - consisting of our many boating safety classes, distributing boating safety information to the public, providing free vessel safety checks, and doing safety patrols on land, water and in the air.

Support of Maritime Homeland Security and other maritime safety challenges that have emerged in recent years.

Commander Gregory Matlin Retires

By Trent Kelly

The official retirement ceremony for Commander Gregory S. Matlin was held Friday, February 17, at Coast Guard Base Los Angeles-Long Beach, celebrating the ending of a twenty-six year military career. Born and raised in Orange County, Calif., CDR Matlin served a majority of his tours on the west coast, including most recently as Director of Auxiliary, Eleventh District (Southern Region) in San Pedro, Calif.

"My whole career has been about making connections with people – working hard, having fun, laughing and making a difference in people's lives. I know I have left the Coast Guard, and the people and friends I have met along the way, better and more inspired," remarked Matlin during the ceremony. "What I will remember most about my 26 years in the Coast Guard are not the things that I have done, but the people and connections I have made."

SAN PEDRO, Calif. - The retirement ceremony for CDR Gregory Matlin, Director of Auxiliary, D11 southern region. Photo by Steve Lee, Auxiliarist from Flotilla 12-4

Prior to that, he was Chief of Logistics for Sector Los Angeles-Long Beach, and served as both a professor of engineering at the Coast Guard Academy and instructor at the

Leadership Development Center in New London, Conn. Other assignments include serving as commanding officer at Naval Engineering Support Unit Honolulu, as Patrol Boat Section Chief at Maintenance and Logistics Command in Alameda, Calif., and aboard Coast Guard Cutters Venturous, Hamilton, and Boutwell.

CDR Matlin is a graduate of the United States Coast Guard Academy, received a Master of Science degree in Naval Architecture and Marine Engineering from the University of Michigan. He currently resides in Ladera Ranch, Calif., with his wife of 18 years, Angela, and their three children.

His military decorations and insignia include two Meritorious Service Medals, four Coast Guard Commendation Medals, the Commandant's Letter of Commendation, and the Cutterman Insignia.

Team Coast Guard renders final honors

On Friday, 2 March 2012, final honors were rendered to SN Lawrence Herrera, USCG at the Riverside National Cemetery at Riverside California. Mr. Herrera served in the U.S. Merchant Marine as an Ordinary Seaman aboard a Liberty Ship in the Pacific during WWII. In November 1988 WWII merchant mariners where granted veteran status and issued a DD-214 (armed forces discharge certificate) indicating USCG service and authorized Coast Guard burial honors.

Coast Guard Sector Los Angeles/Long Beach provides burial details for Coast Guard veterans at Riverside National Cemetery. Auxiliarist Doug Kroll of Flotilla 114-11-10 in Palm Desert, California, who was a duty bugler as a Cadet at the Coast Guard Academy and still a trumpet player, when available drives more than a hour from his home in Palm Desert to Riverside National Cemetery to sound taps for Coast Guard veterans. He believes veterans deserve "live" taps, not a recording of taps.

At Herrera's services on March 2, it was a seamless "Team Coast Guard" honor detail. Auxiliarist Kroll was the bugler, and YN2 Carrillo, USCG, an active duty Coast Guardsman from Base Support Unit San Pedro and PS1 Russo, USCGR, a Coast Guard Reservist assigned to Sector Law Enforcement, folded and presented the flag to Herrrera's widow.

The grieving family saw only Coast Guardsmen rendering final honors to their loved one, unaware that those honors were by an active duty, a reserve and an Auxiliarist. It was "Team Coast Guard" at its best.

RIVERSIDE, Calif. - Doug Kroll, SO-PA, Division 11, augments a USCG funeral detail at Riverside National Cemetery held 2 MAR 2012 for a WWII Veteran. In the photo is YN2 Castillo, USCG, Doug Kroll, and PS1 Russo, USCGR. Photo courtesy of Doug Kroll.

Reaching Beyond

by Alfred J. Verdi, District Chief of Staff

Welcome aboard, year 2012. The Auxiliary in D11SR has been launched in this New Year with fair winds and following seas. Coming out of a hugely successful D-Train, and while in the midst of Division Changes of Watch, it is clear that as we recognize and praise member performance in 2011, and make necessary course corrections for 2012, the District is looking forward positively. A fine team of Division Commanders, District Captains, DDCs and District Staff Officers is gelling. Member enthusiasm is palpable to the deck plate. It's no accident. Such forward motion is not achieved without meeting the challenges of occasional high swells and head winds. I call it *Reaching Beyond* which is, in the context of current results, the spanning beyond those bounds to achieve continued gains.

The theme of Reaching Beyond, first introduced at the D-Train DSO Staff meeting, has some obvious meanings, but as we apply it to our Units and our Missions the question arises as to "What" are we reaching beyond? Simply, relying on the processes that achieved 2011 results can create confusion in the changed conditions of 2012. Let's discuss this question and understand its implications.

In order to facilitate and crystallize the elements of Reaching Beyond, I ask that you think about and write down a few things. Namely:

1. What is the current state of your unit or staff department? Is it fully staffed; did we meet 2011 goals; is morale of members high or low; are communications robust or sporadic; do we have inspired contributors, are training and available tools adequate, etc.

2. What are the forces of change acting on your department? Such as lower budgets, abundance or lack of training, less or more volunteerism toward your discipline, reduced membership, aging facilities, competition from civilian organizations, etc.

3. Considering the foregoing, what steps can you as a member take to optimize the positive forces of change and neutralize or eliminate the negative forces, such as:

(a) Team with other disciplines to force multiply our Auxiliary ranks. To that end, write down the three most important disciplines that you would team with on a regular and continuing basis to achieve your goals. For instance, at any unit level whether flotilla, division or district, PE may select PA, MT and CS to expand its outreach. MT may choose CS, OP and MS to evolve relevant training programs. Try it for your discipline. Write down your rationale for the selections. As you can now envision achieving your goals with the help of your selected partners, contact those partners and synergize the skills with a focus on achieving your goals. You will be pleasantly surprised that enthusiasm and creativity spring to life.

(b) Set realistic and achievable (SMART) goals consistent with the District Mission Statement with emphasis on our RBS mission. Write down three such goals using the following guidelines. This is not numerical goal setting. Choose goals such as improved training, proficiency, production and recruiting bearing in mind diversity and morale. If numerical results are a goal they will be readily achievable once the foundation above is in place.

4. Creating SMART Goals.* SMART stands for Specific, Measureable, Attainable, Realistic and Timely.

Specific: A specific goal has a much greater chance of being accomplished than a general goal. To set a specific goal you must answer the six "W" questions:

*Who: Who is involved?

*What: What is involved.

*When: Establish a time frame.

*Where: Identify a location.

*Why: Specific reasons, purpose or benefits of accomplishing the goal.

*Which: Identify requirements and constraints.

EXAMPLE: A general goal would be, "Learn deploying a heaving line." But a specific goal would say, "Join a boat crew class and practice three days a week."

Measurable: Establish concrete criteria for measuring progress toward the attainment of each goal you set. When you measure your progress, you stay on track, reach your target dates and experience the exhilaration of achievement that spurs you on to continued effort required to reach your goal.

Attainable: You can attain most any goal you set when you plan your steps wisely and establish a time frame that allows you to carry out those steps. Goals that may have seemed far away and out of reach eventually move closer and become attainable, not because your goals shrink, but because you grow and expand to match them.

Realistic: To be realistic, a goal must represent an objective toward which you are both willing and able to work. A goal can be both high and realistic; you are the only one who can decide just how high your goal should be. But be sure that every goal represents substantial progress.

A high goal is frequently easier to reach than a low one because a low goal exerts low motivational force. Some of the hardest jobs you ever accomplished actually seem easy simply because they were a labor of love.

Timely: A goal should be grounded within a time frame. With no time frame tied to it there's no sense of urgency. Your goal is probably realistic if you truly believe that it can be accomplished.

T can also stand for Tangible – A goal is tangible when you can experience it with one of the senses, that is, taste, touch, smell, sight, or hearing. When your goal is tangible you have a better chance of making it specific and measurable and thus attainable.

Semper Paratus

*Adapted to CG Aux from various public domain sources.

Anna Smeal, DSO-PV

I was born and raised in Washington State where I graduated from college with an AA Degree in Business Management. While I attended college, I worked for the county by going to all the schools handing out pamphlets and brochures of upcoming events happening throughout the state.

Shortly after graduation, I moved to Los Angeles, where I worked at a department store for two years. Then, I moved on to banking. I worked for a bank for 23 years. Both of these positions gave me the experience of meeting people and building personal relationships bonded by trust.

In 2006, my husband and I bought a boat about which we knew nothing. On a nice day, we went out cruising on the back side of Anacapa Island. Suddenly, the fog covered us like a blanket. The fog was so thick that we could not see far in front of the bow and neither one of us knew how to find our way back to the harbor. We had the general Idea, but we headed back slowly and ended up by Point Mugu. At that moment, I decided that we needed to take some boating classes, which the Coast Guard Auxiliary was teaching at the time.

In 2007, we joined the Coast Guard Auxiliary and have been happy ever since. My husband and I enjoy educating people in boat safety through Vessel Safety Checks, Program Visitations and Teaching Classes.

Getting Back To Basics

By Alan C. Carver, DCAPT LA/LB-N

Historically, the Auxiliary's primary missions have been Vessel Safety Checks (VSCs), Public Education (PE), and Operations. These three missions, together with Fellowship, have been known as the Four Cornerstones. Yes, the Auxiliary has had "other" missions. Even the Coast Guard has seen different missions come and go.

At one time, the Coast Guard even had Active Duty Boating Safety Teams. However, as missions expanded without a commensurate increase in personnel, assigning Active Duty personnel to the boating safety mission became a luxury the Coast Guard could no longer afford.

Along the way, particularly in the post-9/11 world, the Auxiliary became more of a force multiplier to the Coast Guard taking on an ever expanding list of augmentation assignments. The Auxiliary was seen as a resource that could expand the reach and impact of Coast Guard operations. And many of our current members joined with the expectation of working along side an Active Duty counterpart.

The result is that a recent survey by the Coast Guard Auxiliary Government and Public Affairs "A" (GP) Directorate indicates that our membership is all over the board when it comes to ranking the relative priority of the missions the Auxiliary participates in.

Because of their own experience with augmentation or what they see going on around them, our members are either unaware of or remain unconvinced of the guidance provided by both the AUXMAN and the Commandant's Policy Statement.

As outlined in the current AUXMAN (COMDTINST 16790.1G), the four cornerstones are defined as follows:

- Member Services
- Recreational Boating Safety
- Operations and Marine Safety
- Fellowship

These four missions have been further prioritized by the Commandant's Auxiliary Policy Statement that listed Job #1 in bold face type as promoting Recreational Boating Safety.

Augmentation is fun and interesting. And by sitting in for Active Duty Coasties, we can release them to take care of their other responsibilities. But no matter what else is going on, the heart and core of the Auxiliary remains the promotion of recreational boating safety.

Yes, the Coast Guard needs our help, but the recreational boating public needs our help, too. We need more vessel examiners, we need more instructors, and we need more watchstanders at various community events. In short, we need a higher profile within the communities where we live and serve.

"The cat with nine lives is a piker compared to the Coast Guard. You can kick this old service around, tear it to pieces, scream from the house-tops that it is worthless, ought to be abolished or transferred to the Navy, have the people in it fighting among themselves and working at cross purposes and it bobs up serenely bigger and stronger than ever."

- Rear Admiral R. R. Waesche, private letter, 1935

2012 - A New Beginning

By Tom Jacobsmeyer, DCAPT LA/LB-S

As a new DCAPT I should introduce myself, so as a start let me fill you in on my Auxiliary background and experience. I joined the Auxiliary in August of 2001 with little idea that 9-11 would change the approach for the Auxiliary so dramatically. I quickly qualified in Communications, VE and Instructor and the following year as a boat crew member. I bought a boat in 2004 and so I naturally had to become a coxswain, qualifying in 2005. I've served as a Flotilla Commander for Flotilla 3-10, Division Commander for the old Division 3 and also in four FSO and two SO positions. My work background is in business management which works well with the District Captain position. I hope to use all this experience to help you with your goals and planning for this year.

So here comes summer. Typically, the Auxiliary has a fast ramp-up to summer operations where it seems that those summer patrols and activities sneak up on us rather quickly. I think there's typically a lot to do before we are ready for summer action. All the qualifications that have fallen off; training and qualification to get back into operational form take time and planning. The last word is the key part of these processes for the year. Your flotilla can help you with these tasks and updates to requalification or add a new qualification. Look to your Flotilla Commander and the FSOs for assistance in this area. The flotillas generally begin planning in February to identify who needs and wants training for summer operations or requal. If you have not started your personal evaluation for your training needs, take some time to do that.

After you have identified your areas of focus, you should contact your area FSO and ask for training schedules that will help you reach the goals you set for the year. A second part of your summer planning is getting your operations hours in the areas you want to maintain a qualification. If your specialty is VE then coordinate with the FSO-VE for dockside time. Also, please remember to notify the FSOs, or FC, when you plan to work in a specialty. A phone call or an email notifying the FSO-VE (as an example) that you plan to participate in a VE operation is an easy thing to do. This is a very important part of any operation and communicates your intent to those who need to know. Without this notification, you may not be a part of an authorized event. Also remember to send in your time spent working in your area. This is a very important part of the D11S process for tracking resources and planning for future needs.

Finally, I'm looking forward to visiting Divisions 5, 6 and 11 and meeting the members who contribute so much time to boating safety. Division 5 is very active in the LA/LB area and always brings in a great effort in patrols and boating safety activities. Division 6 supports a number of large events most notably the always fun Dana Point Tall Ships event in September. Being a Riverside native, I will be interested in the issues and planning for Division 11 and want to learn the intricacies of the inland mission.

Good luck this summer and be safe.

Awards of Merit Presented

Auxiliarists Trent C. Kelly and Debbie Huntsman were awarded National Water Safety Congress (NWSC) Awards of Merit for their work in promoting and advancing water recreation safety. The NWSC makes this annual award to individuals and organizations that have made outstanding contributions to water safety during the previous year. Kelly received the award for his leadership and professionalism as two-term District Captain of LA/LB-North, and for promoting boating safety by leveraging his role as the Sector LA/LB public affairs officer to amplify mass media coverage of safe boating practices on coastal and inland waterways throughout Southern California. Huntsman was honored for her role with Arizona Game and Fish Department and her sailing club. Although she did not attend, the award was accepted for her by her husband, Al.

Each year, the National Water Safety Congress (NWSC) presents awards at the "International Boating and Water Safety Summit," held this year in San Diego, California on March 4-7, 2012, to selected individuals and organizations who have made outstanding contributions to water safety during the previous year. The National Water Safety Congress has an extensive award program to recognize those people who contribute to the safety of everyone who enjoys water recreation.

Kelly said, "The awards luncheon was a real treat, and it was an honor to receive an Award of Merit by the National Water Safety Congress."

Since its inception, the National Water Safety Congress Awards Program has recognized over 4,000 individuals and organizations for their efforts in boating and water safety.

SAN DIEGO, Calif. - NWSC Regional VP Bruce Rowe (left) presented Trent Kelly, 12-05, the Award of Merit. Photo courtesy of Trent Kelly.

Sector San Diego

By Bob Nowak, DCAPT SD/I

The change of watches and awards banquets are all finished. All three divisions in Sector San Diego are off to a running start. They have had their planning meetings addressing the three main issues of Operations, RBS, and Diversity and are now engaged in carrying out those plans. All the Divisions are continuing to do outstanding things like VSC blitzes and Public Awareness events.

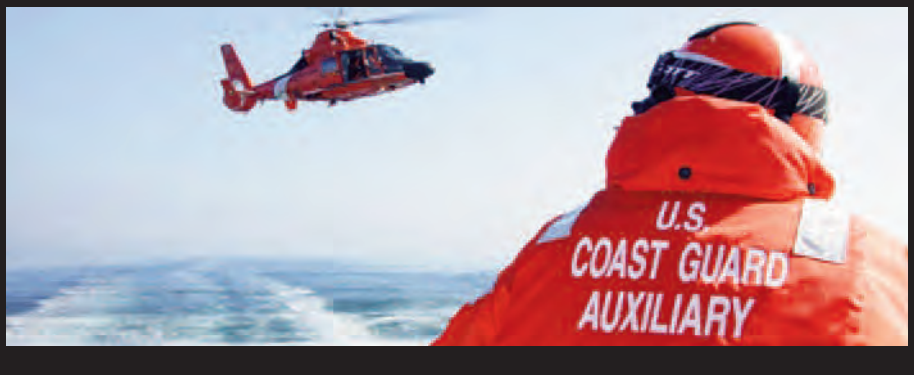
Speaking of Operations, two points need to be made. First, although there is an emphasis this year on RBS that doesn't mean that operations necessarily need to be curtailed. SSD has quite a few Maritime Events that will need support. PATON verifications always need to be accomplished and sometimes MOM patrols become RBS when we talk with boaters about safe operations and conforming to boating laws.

The second point concerns night operations. SSD issued an instruction last year that addresses most of the issues that have plagued us over the years. One of those was the conduct of night patrols. The instruction requires us to explain what we intend to do on a night patrol. Some folks have interpreted that to mean that night patrols won't be approved. Nothing could be farther from the truth. The Commander of SSD, through the AUXLO, wants to make sure we are not put into jeopardy. Night operations by their nature are more risky than the same operation during the day and require more thorough planning. SSD recognizes that night operations must be routinely done to develop competency for those times when we are asked to support night events. The requirement to explain what you intend to do on a night patrol is not to give SSD fodder to deny your request. To the contrary, it is to make sure you've thought out the issues specific to your night patrol and addressed those issues. If you let SSD know where you intend to patrol, what you intend to accomplish, what weather you expect and what you intend to do if the weather isn't what you expected, the phase of the moon, etc. your patrol will almost certainly be approved.

As the States institute mandatory boating classes and accept on-line completion, the demand for our courses is diminishing. In addition, I anticipate that some people will begin to teach these for a fee (profit). If that happens, we could find ourselves in the same position we're in when we work on waters with a commercial towing service; we could be discouraged from even offering the courses at all. The answer is to offer more advanced courses. I've been told that new advanced courses are being developed and will be available in a couple of years, but in the meantime we can offer courses like "Suddenly in Command" and Navigation. The silver lining in this cloud is that a larger percentage of the boaters taking our courses are more likely to be interested in serving with the Auxiliary.

On a personal note; I have attended all three COW/Awards events. At every event I've been made to feel at home and one of the family. I am impressed with the enthusiasm and can-do attitude of every member I've met. We are constantly going through changes. After 9/11 the changes were positive for us and easy to accept. Now we're seeing the downturn and some of the changes are negative but from what I've seen so far that hasn't affected the enthusiasm, dedication, and performance of our members. I am proud to be a member of the Auxiliary and extremely proud to be associated with the divisions in SSD's AOR.

BISCAYNE BAY, Fla. - Coxswain candidate Judy Sanchez, VFC 6-11, D7 takes the helm of operational facility *Bravo Zulu* during an evening patrol mission.
Photo by Christopher Todd, USCGAUX



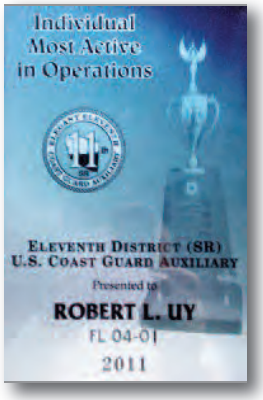
LOS ANGELES, Calif. - The U.S. Coast Guard Auxiliary Boat-Helicopter Operations Training Team participates in practice evolutions with Air Station LA. Coast Guard Auxiliary photo by Steve Lee.

Outstanding Job: Crew of the "Sea Hawk"

Contributing writers: Michael Dunn, FSO-PB 4-1, Mark Oshiro, Commander, Flotilla 5-12

Outstanding people are people who get things done. There are people who watch other people getting things done, and people who stand around with their hands in their pockets. The people of our organization, particularly our boat crews, are truly outstanding. Kudos to Eric Williams, Karl McMillan, Roy Berrios, Al Zepeda, and Coxswain Robert Uy of the U.S. Coast Guard Auxiliary vessel "Sea Hawk." At this year's DTRAIN, Robert Uy (Flotilla 04-01) was presented with the 2011 award for the Individual Most Active in Operations.

Here's one example from Saturday, 14 January, 2012. While the "Sea Hawk" was on patrol through Queensway Bay, a distress call of a capsized vessel in front of the Aquarium of the Pacific was heard over the radio. Immediately upon hearing the distress call, the crew of the "Sea Hawk" began a search of the reported area based on the limited information provided by eyewitnesses, and prepared to recover any persons in the water. Shortly after the initial distress call, the "Sea Hawk" located the small capsized vessel with two adults in their 50s with no PFDs struggling to hang on to the hull with their two dogs. As the first responder on scene, the crew quickly brought aboard the two dogs and then the adults one-by-one from the chilly 57° F waters of the Bay. Both victims were showing early signs of hypothermia including shivering and weakness in their legs for having been in the water for 15 to 20 minutes.



Once the victims were safely on board the "Sea Hawk," the Harbor Patrol's Rescue Boat-2 arrived on scene to provide medical assistance and take the capsized vessel in tow. The victims were quickly transferred to the rescue boat for medical treatment and transport to the awaiting emergency personnel back on shore.

QUEENSWAY BAY - Auxiliarists Howard Kay and Robert Uy
Photo by Mark Oshiro, FC 5-12

I will ensure that my superiors rest easy with the knowledge that I am on the helm, no matter what the conditions.

Surfman's Creed

Uniform Wall of Shame: Don't Let This Happen To You!

- *Faded uniforms.* If your shirt or trousers are a much lighter color than those of the other members, it is time to get a new uniform.
- *Wrinkled Uniforms.* Iron the shirts or send them to the cleaners. Military Press is suggested, but not required.
- *T-shirts visible at the neckline.* Buy t-shirts with a deep "V" neck. No part of the white undershirt may show under the uniform. T-shirts are optional for women, a bra being a sufficient undergarment.
- *Dirty Combination hats.* Get a new white vinyl cover or replace the hat.
- *Dirty Garrison hats.* Hand wash in cold water or send to the cleaners.
- *Incorrect shoes.* It can take a bit of shopping to find the correct shoes. DO IT! Check the Auxiliary manual for standards.
- *Color or Over/Under Sized Purses!* They must be plain black, approx. 11" wide x 7 1/2" deep. No adornments, envelope style. If you cannot find a suitable purse, then use an Auxiliary or plain black briefcase at meetings.
- *Non-uniform trousers.* Purchase the correct Auxiliary uniform pants and tailor them if necessary so that they fit correctly.
- *Non-hat devices on the Garrison hat.* Check the Auxiliary device and office insignia on your Garrison hat to be sure they are specifically for hats.
- *White shirts with Service Dress Blue.* Blue shirt only, with long blue tie.
- *Soft shoulder boards.* No longer authorized. Wear enhanced shoulder boards with Tropical Blue, including the wooly-pully and cardigan sweaters.
- *Ball caps with Tropical Blue uniform.* No longer authorized at any time.
- *Wearing the old style tucked ODUs in an untucked fashion.* The tucked ODU and the untucked ODU are two different uniforms. Keep them separate.

Human Resources

By Tom Shaw, DSO-HR

The 2012 membership year is already in the end of the first quarter. We did OK for year 2011 and somewhat recovered from the loss of membership due to the poor economy, yet just doing OK will neither grow the Auxiliary nor make it a strong and vital organization. We, meaning all members of the Auxiliary, must continue to work hard on recruiting and maintaining our membership for if we fail to maintain our strength right down to the flotilla level everyone suffers. Flotillas without enough members dissolve and those members remaining must join another Flotilla, sometimes at a far distance. But, enough gloom and doom, let's look at the brighter side and work on a stronger membership.

With the boating season coming upon us and outside activities coming up, let all of us work together in our recruiting effort. Human Resources officers need to join other activities, work with Public Affairs activities at boat shows and other events, attend public boating classes and push membership to class students, and go to the docks and launch ramps with the Vessel Examiners.

We have been mandated by the Coast Guard to be more proactive in getting the Recreational Boating Safety message out to the boating public and in so doing we can use this effort to recruit members.

Now let's look at retention. We spend a lot of time recruiting and training new members just to lose them after a few years. After we have taken all the classes that interested us we lose interest and our enthusiasm seems to go away. This is the time when we can become mentors and trainers, helping new members. Don't let all your hard work go for nothing - use it to help others and help your flotilla grow. When you feel that you're getting burned out take a look at other departments and activities in the auxiliary. There are many areas that can keep anyone busy for years, and still help the Coast Guard.

Lastly, don't let the auxiliary become boring. Remember the fourth cornerstone of Fellowship. We don't get paid so this is supposed to be fun. It is OK to have a party, picnic, or dinner at your Flotilla. At Flotilla meetings have a social time, and don't overlook new members, we all have a common bond to assist the needs of the Coast Guard.

COSTA MESA, Calif. - The United States Coast Guard Chief Petty Officers Association Los Angeles/Long Beach Charter Appreciation Plaque is presented to Pat Swope, Flotilla 65, for her efforts in coordinating the annual Toys for Us drive during the 2012 DTRAIN events.

The District Materials Center

By Rick Kaufman, DSO-MA

As I write this report, we have closed the District Materials Center in Anaheim. With the rising costs, new uniform purchasing restrictions, and reduction in membership, it became increasingly difficult to remain open to serve our members.

We had two inventory reduction sales this year, our first at D-train with 20% off and then a close out sale the first Saturday in February at 50% off. All remaining merchandise and supplies will be distributed to the Divisions, sold to other Coast Guard entities, or held for future use.

At this time all bills associated with the Material Center have been paid from Material Center funds. Refunds for backorder items not received by members were sent as they were verified. Any funds remaining after final closure will be transferred to the District Finance Officer for appropriate handling.

There are various ways to get Auxiliary uniform items. You can go to the District Eleven South web page (www.11s.org). Go to Quick Links at the top and click District Store. The next page will give you the following message:

"The District 11SR Online Materials Center is down indefinitely for maintenance. The Management. You will be directed to the Auxiliary Association's Online Materials Center in 5 seconds."

That will take you to the Shop Auxiliary Page and at that point you can log in using your ID and password. If you are not registered, follow the instructions on that page and register.

You can also go to the National web site (www.cgaux.org). Go to Aux Assoc at the top of the page and click Auxiliary Member Store. There you will find various vendors that partner with the Auxiliary. If you click on Discount and Deals in the upper left you will find additional vendors including USCG Uniform Distribution Center where you may purchase uniform items.

On behalf of the District Eleven South Material Center staff, I wish to thank all of you for the support you have given us over the years.

Shop Auxiliary

Eleventh District (SR) Coast Guard Auxiliary
Diversity Implementation Plan

1. As part of "Team Coast Guard," we, the Auxiliary, are charged with implementing the Directions and Policies of the Commandant of the Coast Guard. This includes the Commandant's Coast Guard Diversity Policy Statement.

2. The District Diversity Implementation Plan calls for a District Staff Officer (DSO-DV), Division Staff Officers (SO-DV) and Flotilla Staff Officers (FSO-DV).

3. The District Commodore, District Chief of Staff, and District Captains are ex-officio members of the District Diversity Implementation Team (DDIT).

Job Descriptions/Responsibilities

The District Diversity Implementation Team (DDIT) is made up of the following members, plus the District Commodore, District Chief of Staff, and District Captains.

1. District Staff Officer- Diversity (DSO-DV) - (Appointed by the DCO) Reports to the District Commodore, and is responsible for the overall management of Diversity implementation, prepares budget and schedules, interfaces with the National Diversity staff for training materials and information. Provides initial/ongoing training to Division Staff Officers (SO-DV). Summarizes and distributes progress reports received to the DCO.

2. Division Staff Officers- Diversity (SO-DV) - (Appointed by the DCDR) Reports to the DCDR, creates and maintains the Division Diversity management plan. SO-DVs become part of the District Diversity Implementation Team. They coordinate, assist and train the Flotilla Staff Officers (FSO-DV), providing progress reports to the DSO-DV.

3. Flotilla Staff Officers -Diversity (FSO-DV) - (Appointed by the FC) Reports to the FC, creates and maintains the Flotilla Diversity management plan. They become part of the District Diversity Implementation Team, coordinating, advising and training the Flotilla members. They are responsible for providing progress reports to the DSO-DV via the SO-DV. The FSO-DV is also responsible for accumulating the necessary data to support accomplishment of the various goals of the National Commodore's 3-Star Award of Excellence in Diversity. In this regard, the FSO-DV should work closely with the appropriate flotilla staff officers to: (1) Make them fully aware of the 3-Star Award criteria, and (2) Review the status of the various goals.

4. When the requirements necessary to qualify for the 3-Star Award have been met, the FSO-DV should file a report with the DSO-DV (with a copy to the SO-DV). The report should follow the same format as the 3-Star Award Goals outline. This report should be filed as soon as the required numbers of items have been accomplished. If more than the minimum required goals have been met, include all such accomplishments in the report.

Websites - Diversity (USCG and USCG Aux)

www.cgaux.org/diversity
www.uscg.mil/hq/g-w/g-wt/g-wtl/home

Robert E. Holm, DSO-MT

Robert E. Holm has been DSO-MT since June 2011. He has been a member of the CGAUX since November 2005. Since joining, Bob has been a Flotilla Commander two years, SO-MT and SO-PE for four years. As FC, he won the 2009 National Dealers award for VE/PV and numerous performance awards for PE, MT, and OPS. He is also a Coxswain, AUXOP, Instructor, and VE .

As DSO-MT, Bob has developed several presentations including: TCT refresher, Flotilla Commanders Academy, How to run a Crew School (DTRAIN), the New AUXOP (DTRAIN), How to find what you need in MT (DTRAIN). Most recently he developed the MT Compendium, a source of links to manuals, exams, PQSs, and Power Points for all CGAUX training. This project has now achieved national distribution through NTRAIN '12.

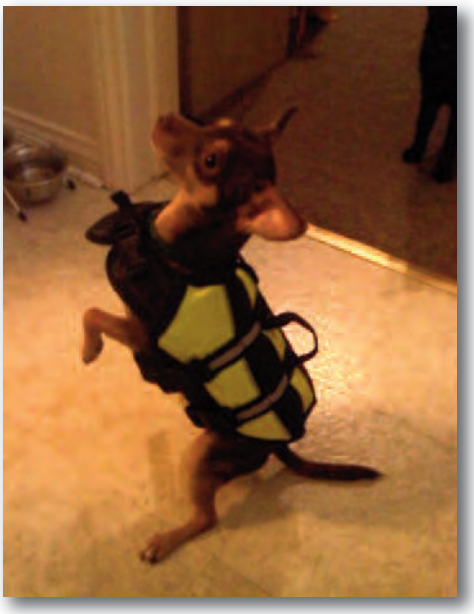
In addition to CGAUX, Bob also supports several other organizations. In the Red Cross he is a Disaster Action Team Leader, Shelter Manager, and Wilderness First Aid Instructor. He organized a CERT team for the Colony at Mandalay Beach where he lives and also is on the planning board for Ventura County CERT. He is a naturalist for the National Park Service and Marine Sanctuary at Channel Islands where he leads hikes on the islands and supports whale watching trips.

Bob received a Bachelor's Degree with a dual major in mechanical and electrical engineering at Arizona State University. His Master's Degree in communication theory and digital signal processing was from Santa Clara University, where his son also graduated with a BSME. He worked at several companies that developed reconnaissance satellites and signal processing hardware for the U.S. government. Then he worked for Intel developing micro-controllers and audio/video

compression algorithms.

In his spare time (???) Bob has done adventure travel trips to over 70 countries on all seven continents including bike tours in Asia, camel caravans in India, sailing in the Maldives and French Polynesia, trekking and mountain climbing in Africa and Eastern Europe, and an ice breaker tour into Antarctica with his son.

He is also writing a sci-fi / political novel and has written several short stories and technical magazine articles.



BURBANK, Calif. - Charlie, pet of Deanna Kulacz, an Auxiliarist from Flotilla 41, shows off his jaunty PFD. Photo by Deanna Kulacz.

Q&A

Question: Is it safe to take dogs on the water?

Answer: Yes—if you take the proper precautions.

Boating with your pet can be an enjoyable afternoon. Don't let it end with a pet emergency. Make the effort to prepare the trip so your dog can be healthy and comfortable.

Personal Flotation Devices: Not all dogs can swim, and those that can, may not be strong swimmers. Make sure your dogs have their own PFDs and have them get used to it on land before your outing.

Emergency Information: Have contact information for your veterinarian and the nearest emergency clinic with you at all times.

Look out for the sun: Dogs can get sunburned, just like people. Keep your dog out of the sun when it's unusually strong. Look for an appropriate sun block for dogs and apply it to ears and nose about a half hour before exposure. Beware of the same dangers humans face and know the signs of heat cramps, heat exhaustion, and sun stroke. Watch that they don't burn their pads on hot fiberglass or asphalt. Be certain they have access to fresh water and shade during the trip.

Waste management: It is possible to train your dog to go only in a specific spot. It can be difficult, but it may be the best option on a long voyage. Otherwise, head to shore and remember to pick up and properly dispose of all waste.

Know your pet: The more you know about how your dogs normally behave, the better you'll be able to recognize when they've got a problem in time to act appropriately.

The Coast Guard Journal of Safety & Security at Sea
PROCEEDINGS
of the Marine Safety & Security Council

Los Angeles Port Police:

Using advanced technology to reduce the risk of terrorism.

This excerpt is from the U.S. Coast Guard "Proceedings of the Marine Safety & Security Council" magazine, by Mr. George Cummings, USCG Ret. Director of Homeland Security and Support Services Los Angeles Port Police.

The port police are part of the City of Los Angeles's Harbor Department. Since the terrorist attacks of September 11, 2001, port police have worked to reduce the risk of terrorist attack intended to impede port operations. Efforts are focused on advanced technology, continuous training, and interagency cooperation.

LOS ANGELES - Port Police divers conducting a security sweep. Photo courtesy of the Port of Los Angeles.

Maintaining a visible presence on land and water is a major deterrence to a terrorist act, so the port has added new patrol boats, additional police vehicles, and an increase in the overall compliment of sworn officers.

A terrorist takeover of a deep-draft vessel is one of the threats identified within the maritime environment. To counter this threat, joint agency teams of sea marshals were trained and deployed immediately after 9/11. The port police continue to perform this mission as a standard part of operations; armed oficers board selected deep-draft vessels as they enter and depart the port.

LA's port officials have installed a highly sophisticated port-wide surveillance camera system, provided by the Federal Port Security Grant program. This system includes pan-tilt-zoom cameras as well as high-powered infrared units, and is equipped with analytics that allow watchstanders to set virtual perimeters around critical assets within the port. The system alerts watchstandards if anything crosses its virtual perimeter.

The Port of Los Angeles, in partnership with the State of California Emergency Management Agency, and the U.S. Department of Homeland Security, has developed the country's first maritime law enforcement training course. The course is California Police Officer Standards and Training certified and consistent with current federal doctrine.

Going forward, the Los Angeles port police will continue to compile best practices, encourage interagency cooperation, and evaluate new technology to improve their effectiveness as they conduct port security operations.

Did You Know?

Proceedings of the Marine Safety & Security Council, the Coast Guard Journal of Safety at Sea, **is the voice of the Coast Guard's Marine Safety and Security Council. It began publication in 1944 and, over the decades, has reached an increasing level of recognition among the larger maritime industry and Coast Guard personnel. Currently, over 30,000 copies of Proceedings are mailed out each issue.**

The U.S. Coast Guard publishes Proceedings quarterly. Each edition of Proceedings is typically 80 to 100 pages in length, features a specific theme, and is championed by a Coast Guard office, assigned based on the command's expertise in that area.

Readers may subscribe to Proceedings online at: www.uscg.mil/proceedings or by mailing a request to:

Commandant (DCO-84)
ATTN: Proceedings
U.S. Coast Guard
2100 2nd Street SW Stop 7681
Washington, DC 20593-7681

Proceedings magazine is free of charge.

Other Links at the District Website

Links to two popular blogs, the Coast Guard Compass, and the Coast Guard Auxiliary LIVE, have been added to the District Website (http://www.d11s.org) in the Member Involvement area. These blogs are produced by the Public Affairs Department of the respective organizations, and offer a continuous stream of news of interest to auxiliarists and active duty alike.

The two blogs join other online newsletters and magazines on the site, including this Newsletter, the Auxiliary Association's *eBeacon Magazine* and *Sitrep Weekly*, and the Auxiliary's daily online magazine, the *Navigator Express*.

All of these online publications solicit news and articles from members.

BOSN4 Richard Hutchison, USCG Operations Training Officer

I reviewed some of our old policies and procedures and effective 1 January, made some changes. Policy Directive 12-01 lists the Canceled or Superseded Policy Directives, including 08-02, Auxiliary Facility Requirements and Limitations, cancellation of the D11SR Supplemental Form to the ANSC 7003, and an updated Cell Phone usage on Patrols policy. These documents are available on our District website (D11S.org). These changes mean that in order to inspect an operational facility, there is no longer a requirement to hold elected office or be a designated VE staff officer. The VE will be held accountable to conduct thorough inspections. In addition, the supplemental form is no longer required.

My focus for the operational program this year is to encourage excellence among the existing crewmembers. Every time you're out on the water, you should be actively training. Don't let bare minimums be your goal, seek to improve your existing skills and learn some new ones. Don't wait until next fall to get your underway hours, let's do away with the "12 hour club."

I need for each and every crewperson to do an honest evaluation of your fitness for duty in the boat crew program. If you have a situation which limits your ability to fully function as a crew member (lifting, moving safely around the

boat, hearing and responding to commands, etc), please take a moment to consider whether you may be better suited to serving as a shore-based boat crew mentor to share your expertise, or perhaps find another program which is more suitable for you at this time. If you choose to withdraw from the boat crew program, please notify your FSO-OPs and make arrangements to return any CG issued equipment.

Reminder: Whenever you're out in public in uniform, you are seen as the Coast Guard and your uniforms need to be within regulations. Please refer to DCAM 11-13 if there are any questions about proper uniforms for patrols. Also, ensure that any PFDs and Anti-Exposure Suits are marked USCGA. Auxiliary members are not to be wearing gear marked USCG.

Thank you for your service! You are making a difference!

District Calendar

18 Mar: Division 12 COW/Awards Banquet
1200 California Yacht Club
4469 Admiralty Way Marina del Rey, CA
20 Mar: Spring Begins
24 Mar: District Leadership Meeting
0900 BSU Bldg 32 1001 S. Seaside Ave.
San Pedro, CA
24 Mar: District Board and Staff Meeting
1300 BSU Bldg 32 1001 S. Seaside Ave.
San Pedro, CA
05 Apr: DEXCOM BY SKYPE (Thurs) 1900
06 Apr: Passover (Sunset 5th - 13th) 1800
08 Apr: Easter
14 Apr: Baker to Vegas Relay Race
22 Apr: Earth Day Celebration
1000 Newport Bay Conservancy
2301 University Dr.
Newport Beach, CA 92660
27 Apr: Desert Storm Boat Races
Lake Havasu, AZ
05 May: Memorial Marker Service
1000 BSU 1001 S. Seaside Ave.
San Pedro, CA
05 May: District Board and Staff Meeting
1300 BSU Bldg 32 1001 S. Seaside Ave.
San Pedro, CA
06 May: PCA BRUNCH
10 May: DEXCOM by SKYPE (Thurs)1900
13 May: Mother's Day
19 May: Armed Forces Day Parade - Torrance
21 May: National Safe Boating Week begins
28 May: Memorial Day

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

ADRESS SERVICE REQUESTED

FIRST CLASS MAIL
U.S. POSTAGE
PAID