



NORTHWIND

Official Newsletter of
District 11 Northern

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COMO RICH THOMAS

District Commodore, D11N



DISTRICT TIDBITS

The first quarter of 2016 is already over and we are at the onset of our busy season as members of the Coast Guard Auxiliary. Here are some first quarter "tidbits" for D 11 North.

January's Board meeting saw the attendance of some new Division Commanders and new DCAPT. We celebrated a member's 65th anniversary as a member of the Coast Guard Auxiliary. (think about that- he joined when the Auxiliary was ONLY 10 years old). Admiral Servidio attended the meeting and we also were honored by the Governor of California with a proclamation for our 75th Anniversary and for all the work we do as volunteers. January also saw the passage of another successful and highly attended Past Commanders Association (PCA) fair.

January: Commander Sumrok, OTO Matt James, Rich Thomas, and Wally Smith travelled to St. Louis, MO. for the annual N Train and National Board meeting. Two items were up for vote and both approved. Clarification for requirements of dates of new member recruiting ribbons was approved and the creation of a District Staff Officer (DSO) for AuxFS was approved. There was a substantial discussion on gap analysis and Incident Command presentations.

February: Typical month of slow productivity due to weather conditions and season with mostly planning and maintenance. One of the biggest completed planning objectives was the ACV committee

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D11N NORTHWIND NEWSLETTER TEAM

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Curtis Han	ADSO-PB (Deputy)
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that placed the final touches on operation usage of the Auxiliary Communications Vehicle.

March is well known in our district as D Train month. At the conclusion, this was one of the highest attended D Trains over the past few years. We had several guest speakers from the active duty side as well as our own prime instructors. Auxiliary National Commodore and RADM Servidio were our speakers for the awards banquet evening. Numerous awards were given at the Board and Staff meeting, luncheon, and dinner.

FRIDAY NIGHT MEMBER APPRECIATION

For the first time we had an "AUX GOT TALENT" show. There were some great acts and some laughter.

April: Many Divisions and Flotillas have awakened from the winter break and now are gearing up with training and beginning to hit the waters. Several special events have already been completed by several flotillas.

Commander Sumrok, Rich Thomas, Wally Smith and COMO Collins will be in San Diego attending a NAPM



Presentation of Governor Brown's Proclamation. (left to right) Rear Admiral Servidio; Commodore Bert Blanchette, D11 South; special representative of Governor Brown, Col Christopher Conlin (USMC ret.); Commodore Rich Thomas, D11 North; DIRAUX Commander Sumrok

Francisco. This will include the Auxiliary to provide support in a potential disaster in the bay area as well as other support related to Sector San Francisco.

The Auxiliary participated with the Port Security Unit in San Francisco for

a two week period. Several of our boats and Coxswains were on the bay almost every day assisting in the PSU boat trainees as well as crew and Coxswains.



meeting in April.

Division Eight and Sector Humboldt Bay sponsored an AuxFS class at Station Humboldt Bay in April.

COMO Vic Connell, ASC, and Bruce Martin, DSO-IM, as well as a group of other committee members are embarking on a project "COOP" requested by Sector San

All in all- it's been a great start to the year. This promises to be a year of great opportunities and new assignments for the Auxiliary. It is the kind of year that all of us need to examine our mind-set and unleash the spirit of support and volunteerism to our District.

It goes without saying, everyone is an important link to our team. A team with weak links is a team that will likely

not make the playoffs. Let's keep all the great things we do on a positive and safe direction through the year.

My most heartfelt thanks to everyone for your time and dedication.

Rich Thomas
DCO-11 NORTH



WALLY SMITH

District Chief of Staff, D11N



The SILVER CHARM is a well known operational facility owned and operated by Linda Vetter and Terry Blanchard. Since 1999, the custom-built SILVER CHARM has patrolled the waters of San Francisco Bay in support of Coast Guard activities and a myriad of marine events. This year, as announced at D-TRAIN, Linda was honored as the first recipient of the COMO Gail Ramsey Annual Operations Award. The description of the Award is as follows:

The COMO Gail Ramsey Annual Operations Award (AOA) recognizes the most



The committee has finalized the requirements and the program is ready to roll out. If interested in being a qualified driver/user of this vehicle for your division, keep your eyes open for class announcements.

exemplary performance by a District 11 North Auxiliarist during the previous calendar year. Only those Auxiliarists who demonstrated sustained, exceptional standards and activities in surface operations shall be considered for nomination.

In addition to regattas, Fleet Week, fireworks, and other marine events, the SILVER CHARM regularly supports helicopter training missions for Air Station San Francisco, and more recently, Port Security Unit (PSU) training.



As an example of her tireless work, Linda dedicated approximately 40 hours to organizing Auxiliary facilities to support training exercises of the PSU for the weeks of 11 & 18 April. The first day of this two week exercise was, naturally and not surprisingly, assigned to the SILVER CHARM!

As Patrol Area Coordinator for SF Bay, Linda is usually in the midst of working her organizational magic. When she is not organizing, she could also be found at the helm of the SILVER CHARM. I can say unequivocally that she is one of the finest coxswains that I have had the honor to work with. I look forward to serving on their vessel again in the near future.

There is no doubt that Linda Vetter earned the first COMO Gail Ramsey Annual

Operations Award. Bravo Zulu Linda!

Dateline: 11 April 2016 – San Francisco Bay

With Linda on the mend and not available, the crew for this PSU support mission consisted of Terry Blanchard, coxswain, Jane & Wally Smith, crew, and ... our Commodore Rich Thomas, trainee!



The Commodore's pennant flies high on the SILVER CHARM!

"The Commodore patrols on the SILVER CHARM"

This in itself is a headline! Our Commodore Rich Thomas is not known as a "boat person". His leadership and organizational abilities, coupled with his indomitable sense of humor, are unquestioned. But, by his own admission, a boat person he is not!

So ... off we shove from Brisbane Harbor en route to the "practice field" in Anchorage 9 near Pier 80. The first of four PSU boats ... 32-ft fast boats ... arrived shortly



thereafter. Imagine the Commodore's surprise when he actually realized that he was "at sea" ... on salt water ... on a boat!

With all vessels "rafted up", the pre-underway briefing for the PSU exercises was conducted by the Lieutenant and Safety Officers.

When the "raft" broke apart, they were off to high speed maneuvering exercises. The SILVER CHARM served as an observation platform for up to five CG personnel overseeing the vessels.

COMO Thomas's son, Rich Jr., did a presentation at D-TRAIN on the PSUs.

Unfortunately, he was not involved in the operations on this day. COMO Thomas noted the following in an email:



I told Terry, when my son asked if there was a possibility of Aux helping during this training, I said, "Sure, I think we can get some boats. Probably the Silver Charm." And then I showed him a pic of the boat. He was in awe. I told him, "What? You think us old folks are only given wooden row boats with only 1 paddle?" 😊

What more can we say ... Thank you Linda and Terry!



Wally Smith
District Chief of Staff
Crew member – SILVER CHARM

CWO Matt James

Operations Training Officer



Last Call for All Those Going Ashore...

Well shipmates, it's time for me to go. I've overstayed my welcome and Officer Personnel Management has seen fit to assign me to another command. Most of you already know that I have been assigned as the next Commanding Officer of Station Calumet Harbor, Chicago, Illinois. This next assignment fulfills two long held goals of mine: another station command and being stationed close enough to my extended family to see nephews play baseball, celebrate birthdays with parents, and all those other things I've been missing the past twenty-one years. I absolutely would not have this opportunity if it wasn't for you and your efforts. I reached a point in my career several years ago where my success had less to do with my performance and more to do with my team's performance. D11-NR's success helped propel me to this next opportunity.

Since we can't really get all 1,437 of you into one room for an all hands ceremony, I'll use my Northwind space to spread some words of wisdom and say thanks.

Parting Thoughts

First and foremost, I hope I feel like you got your money's worth out of me during my tenure. If I gave you a check ride, I hope you walked away feeling like you had been challenged and had earned the certification you were seeking. Your Qualification Examiner staff is exceptional and all of them sought to foster pride in proficiency throughout the region. Don't let up. Every patrol should

be viewed as an opportunity to improve a skill or mentor a trainee. Coming changes to the currency program will place a premium on this mindset, don't just go through the motions when you have opportunities to train on the water.

I know the past couple of years of PPE policy changes and processes generated tension. My drive to get this program into compliance with CG policies is driven 110% by my desire to see you operating safely with only the best-maintained equipment we could give you. I didn't want to leave here feeling like I didn't do everything I could to maximize your potential for survival in the event something went wrong on patrol. D11NR is in a much better position today than it was in 2012. We are also well ahead of our peers in other regions which allows us to focus our efforts back into improving proficiency in operations. If you remember nothing else from my guidance, remember that you cannot safely conduct patrols if your PPE is out of compliance. Don't shortchange yourself and your team.

Speaking of leading the way. The Check Ride Performance Standard Guides, the AP Waiver Process, and many of our Process Guides are making their way into Commandant Manuals and are driving positive changes throughout the national Auxiliary program. You all should be very proud of this. Your openness to change and willingness to try



new processes helped pave the way for other regions to follow. Learn your patrol areas. Even if you've been operating on the same lake for thirty years, there is likely something new you haven't learned yet. Share knowledge with your local stations and maritime partners. If you operate in the coastal AOR, set some time aside with the local CO/OIC or AUXLO and go over the station's navigation standards. Learn the areas they avoid and what precautions they take to navigate safely. Share your knowledge, you may know a safer way to transit known hazard areas. Some of you may have had negative interactions with past station commands. I guarantee you that the new CO/OIC's very much want you on the team. If they don't, have them call me.

Lastly, remember why you got into this organization in the first place. We all share a love of the water, boating, and desire to help others. Sometimes we focus too much on the processes and rules and forget what the big picture is. You came to the Auxiliary because you love the water, want to help people, and want to help the Coast Guard. Wearing our uniform and flying our flag on patrol is a privilege not lightly given. The privilege is earned by paying the dues, attending the workshops, completing the training, maintaining your equipment, and teaching those that follow you.

Thank You's

Every member of D11NR contributed something to my experiences over the past few years and I mean it when I say I wouldn't be headed to a dream job without all of your efforts. There are some members that I wanted to single out for their efforts, advice, and fellowship:

COMO Angelo Perata and the QE staff are an exceptional group of volunteer professionals. I can't say it enough how lucky you are to have them in D11. COMO Perata gets extra credit for being a great friend and spending hours in my office exchanging ideas and for always having yummy snacks onboard SEAHORSE.

Wally and Jane Smith were great friends and always welcomed me in DIV 6. They are awesome sounding boards and are driven to make D11NR the best in the nation.

Tommy and Nancy Holtzman provided me perfect sense of yin/yang during my four years. Tommy challenged me to provide the clearest, most reasonable direction possible in my duties. Nancy is a great friend and always made me feel welcome on INTREPID or any other event she was at. You would be hard-pressed to find a more dedicated and professional mariner than Tommy on the Delta.

D11NR is blessed to have an outstanding DSO-MT in Mary Kirkwood. I am blown away by her can-do spirit and dedication to making everyone around her better prepared to support the Coast Guard. She's a D11NR treasure. I'd also be remiss if I didn't thank Doug Kerr and Linda Vetter for all their outstanding efforts improving AOMS and the

operations processes.

If you haven't had the opportunity to interact and spend some time on the water with our inland lakes crews in Tahoe and Utah, you are missing out. Bill and Cameron Stolz, Jerry Gilmore, Tom Henderson, Mike and Michelle Thompson, The Zocchi's, Mike Williams, and many others are truly the "Coast Guard" to their communities and set a superb example of servant leadership.

Finally, many of you already know this, but the D11NR Commodores and DIRAUX staff are the best in the nation. Commander Sumrok, Commodore's Collins and Thomas set the standard for excellence in support and moving the program forward. Tony Robinson, Deborah Anderson, Gail Ramsey, Wayne and Anita Farnholtz, Mike Mitchell, and our new volunteer staffers were superb to work with and made my days brighter. Tina Perry is the shining example of what an outstanding public servant looks like. You are blessed to have her working for you.

That's it for me. God Bless you all. Drop me a line if you wind up in Chicago. The first round of drinks or a cup of coffee are on me.

(History of) The Incident Command System

Bruce Martin

District Staff Officer - Incident Management
Flotilla Commander 11-4

ICS 100, 200, 700 and 800 are mandated courses for those of us in the US Coast Guard Auxiliary. Where did ICS originate, and how did it get into the Auxiliary?

The Incident Command System (ICS) is a standardized approach to the command, control, and coordination of emergency response providing a common hierarchy within which responders from multiple agencies can work with a common language and structure.

History

After several seasons of complex and devastating wildland fires in Southern California in the 1960's and 70's, local, state and federal fire agencies gathered together and were chartered by Congress to revise the existing fire command systems (then known simply as the "Large Fire Organization"). Experiences in the fires revealed challenges in these multi-agency incidents, often related to each agency's individual approach to incident command and terminology. For example, what we might call a "Fire Engine" could also be

known as a pumper, hose tender, brush truck, or patrol. Some fire engines were large, and some were small. Thus when one agency requested help from its neighbors, it might not receive what it thought it was requesting. Supervisors on emergency incidents could be known as “Boss”, “Chief”, “Leader” or by their agency rank.

The group, Firefighting Resources of Southern California Organized for Potential Emergencies (FIRESCOPE), built an incident command and control and management system with elements of common terminology, unified action planning, single point resource ordering, management by objectives, and more. The group began the development of what came to be known as the Incident Command System (ICS). After the Tunnel Fire in Oakland, California, ICS was adopted into California’s Standardized Emergency Management System (SEMS) in 1994, and after 9/11, ICS was adopted as a component of the National Incident Management System (NIMS) in 2004. ICS has been used to create organization for incidents such as floods, fires, hurricanes, earthquakes, hazardous materials releases, and public health emergencies. It is also used for planned events from art and wine festivals to Presidential visits.

While the incident command system is quite military in appearance and any student of command-and-control systems would recognize a number of its elements, the deliberate military decision-making process was not used in ICS due to some organizational and cultural priorities. According to Dan Battreal and Mark Smith of Mission Centered Solutions, “Veterans felt the military’s deliberate decision-making process was built for a totally different operational environment than wildland fire.”

Early plan developers argued that military planning process was directly determined by actionable intelligence, which created specific mission orders. The fire service ICS approach remained more influenced by reacting to the situation to which they were dispatched, and to a national wildland fire policy that all fires were to be controlled by 10 AM the next morning (and that initial action had to reflect that). The fire service did detailed planning on initial attack, and action planning after that was made on an

incident-driven basis. Planning and coordination was done with on-site intelligence. Terrain, weather, exact location, threats, and more data were gathered at the incident after arrival.

Battreal and Smith observe that this approach was done hundreds of times a year and large fire Incident Command Teams were developed and moved around nationally, so the paradigm was totally acceptable in the fire service organizational culture. Long-term planning did not exist in ICS. The 1937 fire control handbook stated that long-range planning was ordering enough resources to control the fire by tomorrow. So ICS was arguably designed around a one-day operation regardless of size or type of incident. Today, plan operational periods are typically expressed as 12 or 24 hours in length.

The USCG and ICS

The US Coast Guard adopted ICS in the early 1990’s, the result of a grassroots effort and involvement by the National Strike Force (NSF). The USCG is quite experienced in ICS use and application. According to USCG veterans Kristy Plourde and Ron Cantin, the USCG adopted ICS for all hazards in 1998. USCG ICS courses were taught by Tracen Yorktown beginning in the late 90’s; all courses are FEMA compliant but developed to be USCG specific by Tracen Yorktown. The Coast Guard has developed its own versions of ICS forms, and an Incident Management Handbook (IMH). ICS job aids, forms and the IMH are readily available on Homeport. The USCG uses Type 1 Incident Management Teams based out of Areas that can deploy as needed to incidents of significance. Each USCG Sector is developing the capability to field a Type 3 Incident Management Team.

ICS is most simply a management system. If you’ve ever had a job you have worked in a similar environment. ICS lets you know your job (Position Description), your supervisor, and your subordinates (Org chart). The main difference is that ICS is a national emergency incident management system we all will know and understand. So, if an Auxiliarist responds with local law enforcement, emergency medical, fire, or emergency management, they will organize the incident with common language (e.g.

Command Post, Staging Area). Or if an Auxiliarist is deployed to another District (as many did during Hurricane Katrina), they will be able to integrate into the incident organization –we all speak the same language.

5 YEARS LATER - SANTA CRUZ HARBOR RECOVERY

Wally Smith
ADSO-OP, D11N

March 11, 2011 – Santa Cruz, Calif. – Tsunami Devastates Santa Cruz Harbor

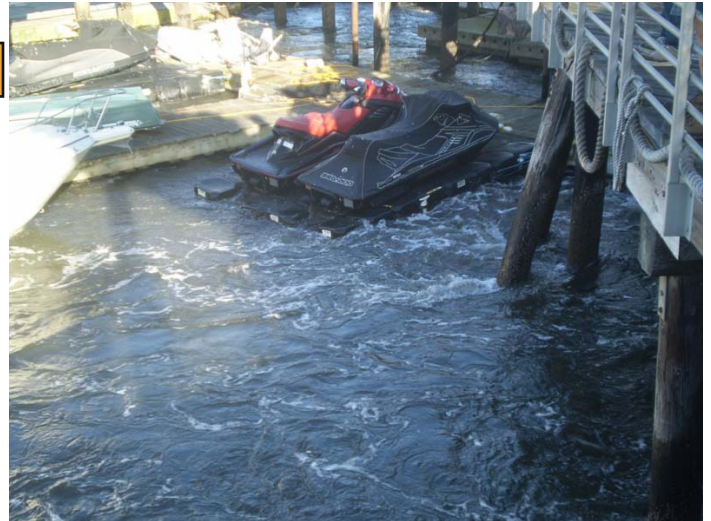
That was the headline five years ago. A tsunami caused by a massive earthquake off the coast of Japan generated tsunami waves that rocketed across the Pacific Ocean at up to 600 miles per hour. At 0741 on the morning of 11 March 2011 the first waves struck.



The remains of U-Dock during the tsunami.

Surface levels, or tsunami driven tides, in the Harbor rose and fell by seven feet every twenty minutes with currents reaching up to 19 knots under the Murray Street bridge. The worst of the “tide” changes occurred in the first several hours and did not fully subside for approximately 24 hours. Vessels are constructed to easily manage 19 knots of water flow, but docks and pilings were not! As a result, sections of docks with multiple vessels still moored to them were torn loose from the pilings and these “clusters” became battering rams downstream from the flow no matter which direction the currents were flowing.

The brunt of the flow was just north of the bridge and took aim at U-Dock. This dock was particularly hard hit with sections of docks, pilings, and numerous vessel destroyed.



Current near the Fuel Dock.

The Santa Cruz Harbor sustained \$20 million in damage to the infrastructure. Additionally, sixteen vessels were sunk and eight were damaged beyond repair. Both the Federal and State governments issued disaster declarations that resulted in FEMA funding 75% of the loss and the State funding 75% of the 25% that FEMA did not cover. The bottom line cost to the Harbor totaled 6 ¼% of the \$20 million or approximately \$1,250,000.

In the five months immediately following the tsunami, the Harbor replaced 120 of the total of 750 pilings, replaced or rebuilt numerous docks, and made other necessary infrastructure repairs culminating with the official reopening of U-Dock on 26 August 2011 – just 5 ½ months after the tsunami.

On 25 March 2016, Port Director Lisa Ekers shared her experiences related to the tsunami, the recovery, and current & pending projects. Lisa stated that priorities immediately during and following the tsunami event were:

- Response
- Recovery and reconstruction

Response included patrol boats and Harbor personnel working to safeguard both people and property.



Many vessels at U-Dock were lost.

Response also included the Coast Guard Auxiliary that assisted in many support functions. In all, 50 Auxiliarists volunteered over 400 hours on the day of the tsunami and the eight days that followed. Everyone involved “gave it their all” - and it was appreciated. The Coast Guard recognized these extraordinary efforts by Auxiliarists and awarded the Special Operations Service ribbon.



Near the Fuel Dock with recently installed K-Dock which provides Harbor access for paddlecraft.



Tsunami flow tears docks apart at the Boatyard.

Replacements and repairs from the “Recovery and reconstruction” phases were completed in 2014. A “silver lining” is that the replacement structures are built to modern standards and should be far more resilient and able to withstand future earthquakes and/or tsunamis.

The recent photos below were taken from the same locations as those taken during the tsunami and reflect the current state of the Harbor.



The Boatyard – all docks replaced!

There are additional projects on the Harbor’s drawing board including:

- Reconstruction of a seawall and a new restaurant building
- Dock and launch ramp upgrades
- Parking reconfigurations
- Electronic gate keys

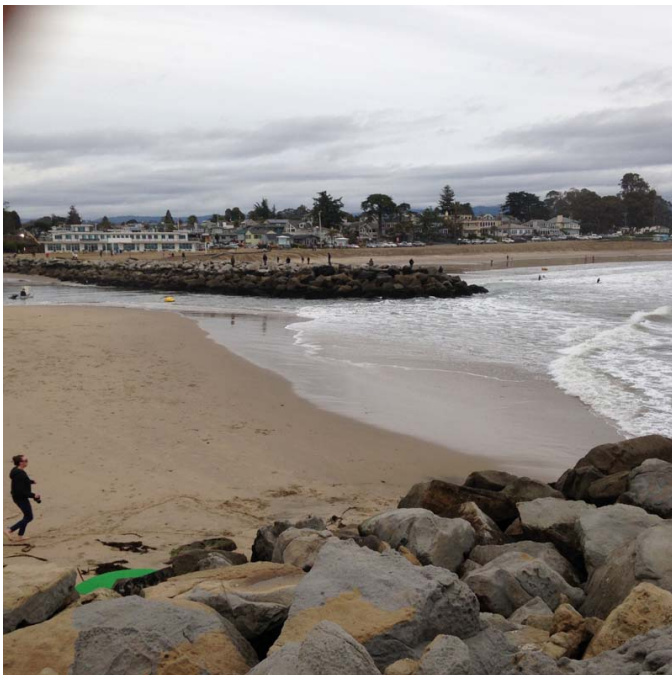
As stated by the Port Director, “The Harbor’s central mission is to provide a safe harbor that is the gateway to



U-Dock – Today!

the Monterey Bay. It is a community asset to be enjoyed by all!”

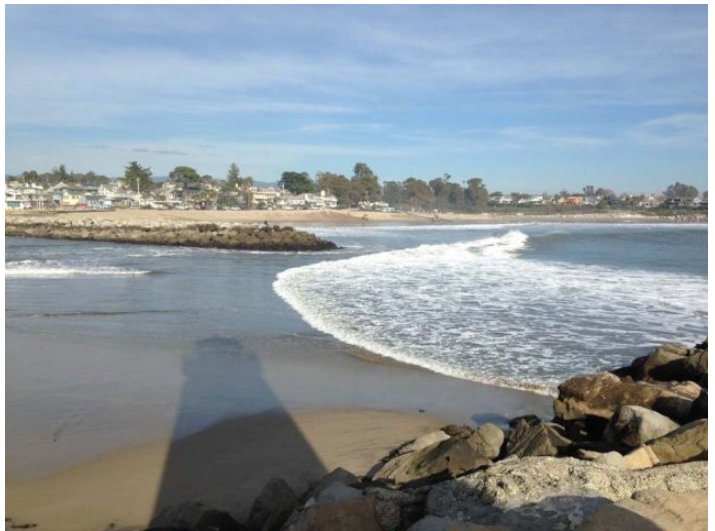
Have the years since the tsunami been kind to the Harbor? Not always! In the last few months, storms in the Pacific resulting from “El Nino” have generated an overly abundant number of large swell periods. These swells have caused substantial beach erosion with much of the sand deposited in the Harbor entrance that resulted in severe shoaling, so much so that a “Safety Zone” was put in place by the Coast Guard for several days



Santa Cruz Harbor entrance – January 2016 – Low tide.

in March that closed the Harbor. Parenthetically, in 1964 when the Harbor was first opened, the Army Corps of Engineers predicted that up to 300,000 cubic yards of sand could be deposited at the entrance to the Harbor during such events. Amazingly, they were absolutely accurate - over 50 years ago!

With the closing of the Harbor, the Army Corps of Engineers was called upon to assist in correcting the conditions. The dredge Seabright was granted extended operating hours by means of an emergency declaration. Continuing large swells and frequent equipment failures on the dredge have hampered operations. Ironically, the Seabright is 30 years old and is scheduled to be replaced by a new dredge Twin Lakes, at a cost of \$5 million, this coming May is a little late to help this year but she will surely be an asset in years to come. The good news is the Harbor is now open for business and pleasure!



Santa Cruz Harbor entrance – March 2016.

Hopefully the trials and tribulations of the Santa Cruz Harbor, including earthquakes, tsunamis, and shoaling are in the past, at least for this year. The Harbor continues to be a great “safe haven” for recreational and commercial vessels and a source of joy and pride for its many users. Keep up the good work Santa Cruz Harbor!!!!



SKILLS BANK

As a member of the U.S. Coast Guard Auxiliary, you are expected to keep your information up to date, particularly your contact information (telephone, email, and mailing addresses), and your Skills Bank information (occupation, skills, willingness to accept temporary duty, and other similar items). Auxiliarists nationwide have been asked to bring all of their information up to date – particularly their Skills Bank Data.

The Incident Management & Preparedness Directorate can assist you in this.

The Skills Bank is a powerful resource designed to be a tool for Coast Guard and the Coast Guard Auxiliary use in contingency planning to locate Auxiliarists who possess a specific skill set, hold a particular office or a current PQS, in times of national, regional, or local emergencies when the need for Auxiliary support or augmentation arises.

If you have not done so lately, please update your contact information. It's easy and only takes a few minutes to bring this important information up to date. Simply go to the Incident Management & Preparedness site at [www.uscg-aux.org](#) and click on SKILLS BANK to update your information using the form 7028. While you are there, take some time and look over the entire site and see how you can join with us.

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District Calendar of Events

<http://ops.d11nuscgaux.info/calendar/district.html>

Please refer to the online District 11N Calendar for recent updates and information:



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