



# NORTHWIND

Official Newsletter of  
District 11 Northern

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### USCG Auxiliary Flotilla 55 Missions at Lake Sonoma

Wil Sumner, DCDR Division 5, D11NR

Lake Sonoma, an Army Corps of Engineers (ACOE) property, is in northern Sonoma County, north of Healdsburg and west of Cloverdale. At full capacity, the lake has 50 miles (80 km) of shoreline, a surface area of more than 2,700 acres (11 km<sup>2</sup>) and holds 381,000 acre feet (470,000,000 m<sup>3</sup>) of water. This is a major recreational boating lake designed for boat camping, water skiing and fishing. Lake Sonoma averages over 7,000 boaters during the summer season. Though many

trees were left in the upper reaches of the lake as structure for the growth of bass, crappie, and other fish, they also pose a safety hazard for unwary boaters. For boating safety, ACOE relies on USCG Auxiliary Flotilla 55 and the Sonoma County Sheriff Marine Unit under the leadership of Sergeant Randy Williams.



Distressed houseboat assisted to shore by Flotilla 55 just in time.

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## NORTHWIND EDITORIAL STAFF

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## Honor Guard Marching in 75<sup>th</sup> National Pearl Harbor Anniversary Remembrance Day Parade

Keith Simmons, ADSO-PB, D11NR

7 December 2016 is the 75<sup>th</sup> anniversary of Imperial Japan's surprise attack on the United States at Pearl Harbor, "a date that will live in infamy" as proclaimed President Franklin Roosevelt. World War II was won at tremendous cost to our military and heartbreaking loss to families, friends, and all Americans. Since peace, there has been an amazingly successful spirit of reconciliation by which Japan has become one of our nation's steadfast friends and allies in the Pacific.

Nonetheless, history, honoring those who kept us free, and lessons learned must never be forgotten. Hence, this year's upcoming weeklong 75<sup>th</sup> anniversary remembrance ceremonial events at Pearl Harbor, Honolulu, Waikiki and elsewhere are important reminders.

Though Pearl Harbor is 2,400 miles across the Pacific Ocean from California's Coast, there is a profound connection with US Coast Guard District 11, which includes offshore and coastal California and inland waterways, rivers and lakes of California, Nevada, Utah, and Arizona. Japan's surprise attack on Pearl Harbor and secondary targets on 7 December 1941 was coordinated to be followed with well-planned attacks along the US mainland West Coast and Alaska territory offshore and onshore.

Immediately after Pearl Harbor, nine enemy submarines sped to positions off the West Coast, arriving as early as 14 December at locations pre-determined from pre-war intelligence. Their mission was to torpedo US Naval vessels, torpedo, shell and machine gun Merchant Marine tankers and freighters, shell strategic targets on land, and bomb other sites using their floatplane seaplanes. Seven of the nine submarines participated in the Pearl Harbor attack as carrier escorts or positioned off Oahu to torpedo US Naval vessels that made it to open water. The two others were sent directly to the West Coast. Six prowled the waters of District 11 off California while three others were sent to the north.

All nine submarines had been recently launched. The subs measured 350 feet in length with a 14,000 mile cruising range, and crews of 100. This accounted for 900 enemy sailors in West Coast waters, 600 of which were in District 11.

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## UNIFORMS

COMO Wally Smith, DCO(e) District 11NR

The Coast Guard Auxiliary supports the US Coast Guard in all missions except military and law enforcement. As Auxiliarists, we are permitted to wear their uniforms, an honor that I hold in particularly high regard! I am a strong believer that if one is to wear the uniform, it should be worn properly or not at all. There has been some concern at both the National and District Board levels that not all of our members are in the habit of wearing our uniforms correctly.

What does the word "UNIFORM" mean? From the dictionary, uniform [yoo-nuh-fawrm]: Identical or consistent, as from example to example, place to place, or moment to moment; without variations in detail; constant, unvarying, undeviating; an identifying outfit or style of dress worn by members of a given profession, organization, or rank.

The dictionary leaves little doubt. It states in so many words what we convey in so few: wear it properly or don't wear it at all.

Auxiliarists wearing the uniform of the United States Coast Guard should incorporate the following values:

**Pride:** In keeping with the true spirit of an organization of volunteers, the possession and wear of the Auxiliary uniform by Auxiliarists should be a matter of personal pride.

**Representative:** When in uniform, the Auxiliarist is a representative of the Department of Homeland Security, the Coast Guard, the Auxiliary, and the U.S. Government.

**Appearance:** Appearance, uniform fit, and grooming shall reflect the pride of that representation.

**Example:** Elected and appointed leaders are expected to wear the uniform properly to set an example.

**Help:** They should help other Auxiliarists develop proper habits of personal appearance, hygiene, and grooming when wearing the uniform.

The Coast Guard honors the Auxiliary by permitting us to wear their uniform with only a few minor differences (gold versus silver shoulder boards and some different ribbons and insignias). As a result, when the public sees an Auxiliarist in uniform, they see the Coast Guard. We must wear the uniform correctly and proudly. Doing so, we honor the Coast Guard and the men and women who serve and have served for so many generations.

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**CGR 664**

Gary Kaplan, DSO-HR D11NR

On 25 September 1942 at 1752 hours, CGR 664 docked at Saint Francis Yacht Club in San Francisco, ending a voyage that had begun six days earlier on 19 September at 0800 from Balboa, California. CGR 664 is a 38 foot sedan cruiser built by the Matthews Company, Port Clinton, Ohio, and launched in 1939. The Matthews brothers were known for building high quality boats that were well designed, sturdily constructed, stable and seaworthy. They were excellent boats for use on the Great Lakes but not many were seen on the West Coast.



CGR 664 was delivered to her first owner, Norman N. Carr, in April of 1939, and initially named RO-AL-LEE, most probably after his family. She has subsequently passed through a number of owners and had numerous name changes. At present, she is a documented vessel named Duchess.

Norman Carr was a member of the United States Coast Guard Auxiliary Flotilla 140, and he had taken his vessel north to serve on San Francisco Bay. Those were difficult times with the threat of and actual attacks by enemy submarines and aircraft operating off the West Coast. Soon after the attack on Pearl Harbor 7 December 1941, Auxiliarists were being recruited and trained to serve on home waters. Some chose to serve as volunteers and remained members of the Coast Guard Auxiliary. Their vessels were given CGA designations and numbers were prominently displayed on their hulls. Others chose to work more permanently

with the Coast Guard and became members of the Temporary Reserve. Their boats were given CGR numbers. RO-AL-LEE became CGR 664.

At this time, pleasure boats, including those affiliated with the Coast Guard, were prohibited from coastwise travel unless an active duty Coast Guard member was aboard. Accordingly, while at sea CGR 664 was

commanded by Chief Boatswain's Mate Harold Apparius, USCG. Within San Francisco Bay, command reverted to Auxiliarist Carr who continued to operate CGR 664 on picket duty for the duration of the war.

After the war, CGR 664 returned to southern California. In 1964, then known as Duchess, the boat

underwent a complete restoration. Her painted canvas cabin top and decks were covered with fiber glass, gasoline engines were replaced with diesels, and the main saloon had custom furnishings installed.

Still visible in places even now are traces of the original canvas deck and cabin coverings in their wartime gray color, and near her bow part of the 50 caliber machine gun mount remains.

In 2005, I went looking for a boat. I wanted a classic and searched the Bay Area for an old Stephens from the 1920s. Stephens yachts were built nearby in Stockton, and I thought it would be easy to find one in good condition. Such was not the case, but my search turned up a 1939 Matthews in Southern California.

My first choice had been one of the boxy, straight line boats from the 20s, but the more I looked at the photos, the more I began to appreciate the soft, curved lines of the 30s. The 1930s produced a new, modern look as

everything was streamlined. The man most responsible for this look was Raymond Lowey, the innovative designer well known for many iconic corporate logos, especially those of Pennsylvania Railroad locomotives and rolling stock.

I went south to see for myself, and it was love at first sight. The gentle curves of her cabin tops and hull gave her the look of a sailboat. She was constructed entirely of mahogany and was beautiful inside as well as out. The deep blue velvet benches in her main salon were attractive and comfortable. Best of all was an unexpected surprise.

On board I found a ship's log from 1942 detailing the above referenced coastal voyage. Duchess was a veteran of World War II. How nice, I thought, it would be to own this piece of history.



So, sixty years after she left San Francisco Bay, I brought her back. My intention was to recondition her and to operate her once again on the waters that she had diligently patrolled so many years ago. Later, after I joined the Auxiliary, I planned to offer her as an Operational Facility that could once again patrol on San Francisco Bay.

Unfortunately, the vagaries of time have made it physically impossible for me to continue the work, and Duchess now sits in her slip, awaiting a new conservator. Time has taken its toll on both of us, but while my joints cannot be restored, Duchess' can.

The activities of the Coast Guard Auxiliary on San

Francisco Bay during World War II have been documented but not in great detail. The original log of the voyage of CGR 664 up the coast, now in my possession, has provided much of the facts for this article. Visits to the San Francisco Maritime Museum Library and communications with the historians of the Coast Guard and Auxiliary have provided further information.

More research remains to be done. If anyone has additional information, or questions, please feel free to contact me at [gkaplan.uscgaux@gmail.com](mailto:gkaplan.uscgaux@gmail.com).

### (Page 1 - Lake Sonoma)

As the lake is in deep canyons, there is limited radio reception using VHF frequencies and the signal from the Mount Diablo repeater cannot be received. This means the Auxiliary cannot communicate with a Coast Guard Station or Sector while underway. Remedying the situation, there are two workable options for COMMS. If there are two Auxiliary boats on the water, we set up a land mobile station at an observation point that can reach most of the canyons by VHF and use the digital radio to communicate with ACOE or Sonoma County Sheriff. If the Auxiliary has only one boat on the lake, we use the digital hand held radios from ACOE to establish a radio guard with the ACOE Lake Sonoma Visitor Center (VC 225), Sonoma County Sheriff, and ACOE rangers on vehicle patrol. We initiate our COMMS with CG Sector San Francisco by cell phone prior to the patrol and inform the Sector that ACOE manages our radio guard.



USCG Auxiliary Vessel Examiner Pat O'Reilly conducting VSCs.

The Auxiliary has established a working relationship with both ACOE and Sonoma County Sheriff so that distressed boats are handled by the Auxiliary and all law enforcement issues are handled by the Sonoma County

Sheriff. If there is a major emergency, this is jointly shared by all three agencies.

During a normal summer weekend, the Auxiliary, primarily Flotilla 55, has Vessel Safety Check (VSC) stations at both the private Lake Sonoma Marina and at the very busy public ramp that can handle four launches at a time with only one dock. The Auxiliary also has "Life Jacket Loan Stations" at both Launch Ramps.



Lake Sonoma Marina Owner Janet Folk accepting life jackets.

After the initial rush of approximately 1,000 boaters, we initiate our safety or Marine Observation Missions that run into the afternoon to 1700 or 1800 hours. We coordinate our patrols with the Sonoma County Sheriff so that they only have to start their patrols at 1400 or 1500 hours that run to dark.

Most SAR cases, including distressed boats, are either in the morning when boat campers are leaving and those that have spent the night on their distressed boats, or in the late afternoon when the boats either run out of gas or have accidents due to fatigue or to the effects of alcohol.



Crew Doug Twitchell on Facility MargaRita calling in a SAR case to ACOE VC 225.

This past Fourth of July holiday weekend, the boating activity was intense with one SAR case on July 1, three on July 2, and five on July 3. A typical SAR case is a boat that has mechanical or fuel issues, and we have to tow the boat to one of two launch ramps. This year, on July 2, the first SAR case happened within the first fifteen minutes with Facility Sea Scum II finding a distressed stand up jet ski by the Lake Sonoma Dam.



Auxiliary Facility Sea Scum II 171282 with Coxswain Frank Capuro and Crew Pete Van Rij delivering a distressed jet ski to the Lake Sonoma Public Launch Ramp.

On long weekends many boaters expect to transport all their gear and passengers by boat in one trip to their camp site. Many do not quite make it, as happened on July 3 when a raft with three passengers and gear ran out of power due to an electric motor failure.

During the same day, the Auxiliary was called by ACOE to assist investigating a report of two eight year old females missing from Yorty Creek Swimming area. We interviewed the mother to determine the girls' descriptions and found out that neither had life jackets nor could swim, and both were on the same yellow float. As the wind had picked up to 15 knots on the Yorty Creek Arm earlier that afternoon, we started our search going with the wind and finally found the two little girls at the entrance of the Dry Creek Arm of the lake, or over one mile away.

What surprised us was that we passed many boats while doing this search and none had stopped to help the girls on their small float. Upon reuniting the two girls with their mother, we were notified by the Sheriff that we were to investigate a house boat reportedly taking on water in the Warm Springs Arm of the lake, about fifteen minutes away.

On arriving at the houseboat, we could see that the vessel was becoming low in the water and that we could not pump out the water manually. We immediately transferred six of the eight passengers to our facility MargaRita 241240 and had them put on PFDs. We then instructed the two remaining male

passengers to don life jackets and drive their boat to the nearest shore, approximately 100 yards away. We escorted the houseboat to the shore and as they approached shore water starting going over the boat's stern.

They secured the boat to shore and the Sonoma County Sheriff picked up the two remaining passengers on their PWC to take back to the Lake Sonoma County Marina. Apparently, the monohull houseboat had struck an underwater tree and ruptured their hull with a small leak, a hazard mentioned earlier. After depositing the passengers to the Lake Sonoma Marina, we picked up the oil boom at the marina and with the assistance of the Sonoma County Sheriff, boomed the partially sunken houseboat.

The Auxiliary not only assisted boaters during the holiday weekend, but also assisted ACOE manage their buoy system by locating buoys misplaced by the previous high water storms and towing these back to the federal dock for placement at the correct areas.



Buoy high and dry, clearly out of place!

It was a busy Independence Day weekend for Flotilla 55!

### (Page 2 - Uniforms)

There are ample resources for determining how and when to wear the proper uniform properly. No, that is not a redundancy. Knowing when to wear which uniform is very important as well. Where does one find all of the answers? In the AUXILIARY MANUAL (annotated) Chapter 10 at <http://www.uscg.mil/auxiliary/publications/auxman.pdf>.

On the D11NR website, there is a PowerPoint presentation available for viewing and downloading. It can be found by accessing the MEMBER DECK and clicking on UNIFORMS. This is an excellent presentation for training at the Flotilla level. It can easily be

presented in about an hour and is a great tool for new and "more experienced" members alike!

One would "assume," and that word is used advisedly, that when a member attends an event such as DTRAIN or OPTREX, he or she would be certain to wear the proper uniform properly. Unfortunately, this is not always the case. There were several examples of improper wearing of "trops" last March at DTRAIN (such as wearing a crew neck T-shirt under the uniform tropical blue shirt). As mentioned above, we are honored by the Coast Guard in that we are allowed to wear their uniforms, and attendees from the Coast Guard at DTRAIN included an Admiral, a Captain, a Commander, and several more. Perhaps none of them noticed the Auxiliarists who were improperly wearing their uniform, but they may have. Hopefully, knowledgeable members are pulling violators aside and "suggesting" what corrections should be made. If a member does not possess a "proper uniform," civilian clothing appropriate for the occasion is permissible and preferred over wearing a uniform improperly!

When a member attends an OPTREX, it would be safe to assume that at least one or two Qualification Examiners (QEs) will be there. The QE's job is to evaluate candidates for qualification or re-qualification in the Boat Crew program. QEs look at proper wearing of uniforms as well. If you participate in the Boat Crew program, plan on wearing the prescribed uniform correctly. This will certainly be carried forward into future seasons.

A year or two ago, Commander Curtis Sumrok made a comment that I think is on point for this discussion: "There is a big difference between lack of skill and lack of will." If one lacks the skill to wear the uniform properly, training can correct the infractions. If one lacks the will to wear the uniform properly, it is a much deeper problem. The Auxiliary Manual states "Flagrant and/or repeated uniform or grooming violations" as an "Infraction Warranting Informal Disciplinary Action." No one wants to initiate disciplinary action at any level; however this certainly underscores the fact that the uniform should be worn properly whenever it is worn. Lack of will to wear the uniform properly is simply unacceptable!

When we were sworn in as new members, we all took a "Pledge." Part of the Pledge includes the following:

As an Auxiliarist, you enjoy certain honors and privileges, among them, wearing the Auxiliary uniform and flying the Auxiliary Ensign. Wear the uniform neatly and correctly and fly the Blue Ensign proudly. Remember that your conduct reflects directly upon the image of both the Coast Guard and the Auxiliary.

Let me repeat this phrase: "Wear the uniform neatly and correctly" - something each of us swore to do!

We have every right to be proud of our seventy-seven year old organization and the core values that we hold in high esteem. We have every right to be proud that the Coast Guard honors us by allowing us to wear their uniforms. So please reflect that pride at all times and wear the uniform neatly and correctly.

There are many events in the next several months when uniforms will be appropriate. Changes of Watch, District meetings, Division meetings, training events, and DTRAIN in March are all occurring within the next six months. These events will provide all members with an opportunity to attend a variety of functions, in proper uniform of course!

Let me close with this. There has been some concern expressed recently about wearing the uniform in public given the recent rash of violence against uniformed law enforcement officers. At the Auxiliary National Convention (NACON) last month (August 2016), the Commandant of the Coast Guard was asked specifically about this concern. ADM Paul Zukunft responded as follows: "The day we're afraid to wear our uniforms is the day we should hang them up."

I look forward to seeing all of you at future Auxiliary events, proudly wearing the uniform neatly and correctly!

## (Page 2 - Pearl Harbor)

Examples of numerous submarine attacks include the sinking of SS Montebello, the largest oil tanker in the world, off Big Sur. Attacks also included the shelling of the oil field, refinery, and marine vessel fuel oil and aviation fuel tank farm near Santa Barbara, and two floatplane bombing raids in Oregon just north of District 11.

Nine thousand hydrogen-filled balloons, 33 feet in diameter and 100 feet from balloon top to bottom of payload, carrying anti-personnel and incendiary bombs, were launched from Japan and drifted east with the jet stream having timers to descend days later and explode on impact. Most descended prematurely into the ocean, but nearly 300 were confirmed to have made land, killing civilians and starting wildland fires. Balloon bombs exploded in fifteen states and Canada, including all four states in District 11.

North of District 11 in waters off Alaska, a sizable enemy carrier fleet supported by destroyers, cruisers and submarines, with supply and troop ships, dominated the sea and air space. From this launching point, a US Naval base was bombed on two consecutive days. Two Aleutian Islands were invaded and occupied,

upon which the enemy established airfields, fortifications, and garrisons with thousands of troops. From these islands, their aircraft bombed and strafed another US military base. From within District 11, Fort Ord's US Army 7<sup>th</sup> Infantry Division departed from San Francisco to recapture the islands. After bloody and costly battles, the occupied islands were liberated. At sea, the US Navy prevailed in blockades and intense battles against the enemy fleet, though at deadly loss including an entire US submarine crew.

Wartime events are part of District 11's history and heritage. We are directly linked to Pearl Harbor by the enemy's pre-war plan to have submarines prowling West Coast waters immediately after their participation in the Pearl Harbor attack. Appropriately, the Auxiliary D11NR Honor Guard will be marching in the 7 December 2016 Pearl Harbor Parade "Commemorating the 75<sup>th</sup> Anniversary of the Pearl Harbor Invasion" ([pearlharborparade.org](http://pearlharborparade.org)). They will proudly represent the Auxiliary and Coast Guard in this important Hawaii remembrance event while honoring West Coast Americans impacted by attacks following Pearl Harbor. Thus, the Pearl Harbor and District 11 connection continues, and this time in celebration of resilience, determination, bravery, victory, remembrance, pride and honor.

The Honor Guard Captain, Tracy Schultz, has provided the following background information: The District 11NR Honor Guard was formed in the summer of 2011 to support the inaugural dedication of the Auxiliary Memorial at Coast Guard Island, Alameda, CA. The team met every weekend in preparation for the ceremony and after a successful presentation received permission from DIRAUX and the District Commodore to remain intact and represent the District and the Auxiliary. Monthly training was established so members could hone and develop their skills and a Captain and a Chief were elected.

The Honor Guard relied on the Auxiliary Manual, other ceremonial manuals, prior service experience, District and National staff and the United States Coast Guard Ceremonial Team to establish a set list of requirements for its members. In addition, a first of its kind performance qualifying standard was developed for the Honor Guard and was reviewed, amended and approved by District 11NR representatives and the Ceremonial Team. Over the next couple of months a power point, challenge coin, creed, website and apparel criteria were established and approved. Members secured their own gear (flags, staffs, harnesses, belts, buckles, rifles, etc.) and began performing at numerous events. The Honor Guard has performed at many memorial presentations, retirements, changes of watch, parades, District trainings, commissioning of ships, funerals, other Auxiliary and Coast Guard functions, and a variety of civilian high profile professional sporting events.

How it is the Honor Guard has come to participate in the Pearl Harbor Parade is the result of a brief conversation. In November 2015 a Monterey Flotilla member mentioned to the Honor Guard Captain that the upcoming 75<sup>th</sup> Pearl Harbor Anniversary remembrance events would include a parade. With few additional words, both concurred how special it would be for the Honor Guard to participate particularly because there would be only one opportunity to participate in the 75<sup>th</sup> Anniversary as it is a onetime event. Subsequently, parade contact information was provided by the flotilla member and the Honor Guard Captain moved forward with great enthusiasm.

The Honor Guard Captain contacted the Pearl Harbor Parade Committee and they were very supportive of the Honor Guard's participation. As they realized the Honor Guard is affiliated with the Coast Guard, it took additional permissions and the primary contact, MGySgt USMC (Ret), was very helpful. After filling out several applications and answering a variety of questions, the matter was presented to the Pacific Area Command which endorsed our participation. From there we received permission from the Parade Committee, District 11NR DIRAUX, District 14 DIRAUX (Hawaii), and finally our own D11NR Commodore and Chief of Staff to participate in the parade. It was a long process but one that was met with support and encouragement at every step from all parties involved.

Many members of the Honor Guard and their families (twenty-two and counting) plan to depart on 4 December 2016 for the parade on 7 December. We are humbled and privileged to be a part of the historic 75<sup>th</sup> anniversary of the attack on Pearl Harbor and participate in ceremonies to honor those who have sacrificed and served this wonderful country.

The D11NR Honor Guard marching in the parade will be a memorable occasion, and it could also be a wonderful Auxiliary fellowship activity if additional members of D11NR and family could be in Hawaii to watch the parade, participate in various events such as theme movies at night on Waikiki Beach, and occasionally joining the Honor Guard for fellowship at lunch, dinner and sightseeing on Oahu. Keeping with the Pearl Harbor remembrance theme and Auxiliary fellowship activities, sites that could be visited include:

WWII Valor in the Pacific National Monument, location of USS Arizona Memorial. Reservations to take a Navy launch to the Arizona and much more information are available at <https://www.nps.gov/valr/>.

USS Bowfin Submarine Museum and Park information and tickets: <http://www.bowfin.org/>. This WWII submarine can be toured below deck from stern to bow, exiting on deck. Outside the Museum is a grassy knoll with a circular walkway along which rest granite

boulders, each representing an American submarine lost at sea. Each boulder has a polished side on which is engraved the name of a submarine, crew members and their ages.

National Memorial Cemetery of the Pacific, known locally as the Punchbowl. This breathtaking cemetery with etched marble walls memorializing the course of the war in the Pacific should be a prerequisite for all visiting Hawaii for the first time, to quietly reflect on sacrifices that made the peace possible we enjoy today in the islands and on the mainland.

Battleship USS Missouri information and tickets: <https://ussmissouri.org/>.

Diamond Head, where lookouts watched for approaching enemy aircraft and ships to triangulate their positions with another lookout station across Honolulu. Plan to do this early morning as the parking lot sometimes fills up and also the weather along the trail can get quite warm by noon. After driving up into the volcanic crater, it is a moderate hike along a trail to concrete bunkers spectacularly overlooking the ocean, Waikiki and Honolulu. Approaching the bunkers, there is a horizontal tunnel and a vertical tunnel with a spiraling staircase, both now lighted making the route less challenging than a few years ago!

US Army Museum of Hawaii located adjacent to Hale Koa Hotel (military) and Fort DeRussy Recreation Center, Waikiki (only steps away from beach): <http://www.hiarmymuseumsoc.org/>.

Pacific Aviation Museum Pearl Harbor: <http://www.pearlharborhistoricsites.org/pearl-harbor/pacific-aviation-museum>.

The famous cultural center theme park across Oahu from Honolulu has venues representative of Pacific islands, most of which were liberated by US military forces. Walking from one venue to the next is analogous to island hopping and presents an opportunity to mingle with good people from all over the South Pacific. The luau dinner is delicious and the evening show afterward fabulous and includes people met earlier at their island venues. Tickets are available online for admission, luau, and show, and one can drive to the venue or take a shuttle van from and back to Honolulu.

It is not too early to make one's travel reservations as airlines and hotels will be solidly booked for the many travelers attending the Pearl Harbor remembrance



events and, coincidentally, the famous Honolulu Marathon scheduled for December 11. This author welcomes inquiries about travel tips.

For those who could not be there in person but would like to watch these historic events, there may be live webcasts at Pearl Harbor Day 75th Anniversary Commemoration website, <http://www.pearlharborevents.com/>, click on "VIEW EVENTS." (Remember, these are live broadcasts and if you go to the website too early the broadcast will not have started.)

D11NR Honor Guard's marching in the parade at this historic event will surely be an unforgettable experience for the team members and bring heartwarming pride to those who see them – precision, uniforms, rifles and flags! Also, the Honor Guard's participation in this memorable event is a fine example of unique opportunities for Auxiliaries to perform important and significant tasks, and thus inspirational for others to pursue their particular interests in a myriad of possible Auxiliary activities. What a wonderful organization to which we belong!

For additional information about the Honor Guard, please visit our website: <http://cghg.weebly.com>

For more information about the Pearl Harbor Parade, visit: <http://www.pearlharborparade.org/>.

Commemoration week events can be found at: <http://pearlharbor75thanniversary.com/>, under "Programming and Agenda," click on "Full Schedule."

D11NR Honor Guard Captain Tracy Schultz's contribution to this article is much appreciated. Mahalo!

## Suicide and Suicide Prevention in the U.S. Military

### A Growing Epidemic, a Growing Need

Doug Manifold, ADSO-PA, D11NR

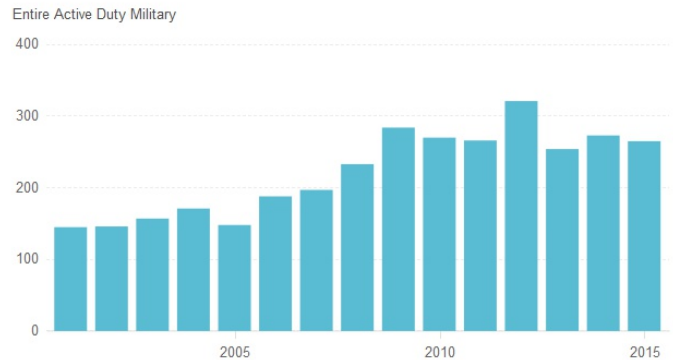
September is National Suicide Prevention month in the U.S. where suicide has become a very serious and growing problem, especially in the military. According to the most recent statistics from the Centers for Disease Control, nearly 43,000 people in the U.S. commit suicide each year. The American Foundation for Suicide Prevention reports that suicide is now the 10<sup>th</sup> leading cause of death in the country. The Foundation also reports that for every successful suicide an additional 25 people attempt suicide.

In the U.S. military, a Pentagon study released in May 2016 reported that 265 active-duty service members killed themselves in 2015, continuing a trend of high

suicide rates that have plagued the military for at least seven years.

The suicide rate reported for the Army in 2012 was nearly 30 suicides per 100,000 soldiers, well above the national rate of 12.5 per 100,000 for that year.

Military Suicides



"Suicide prevention remains a top priority, which means broadening communication and awareness to service members and their families. The military will continue its efforts to reduce deaths by suicide among its service members," said Marine Corps Lieutenant Colonel Hermes Gabrielle, a Pentagon spokeswoman. "Reducing suicide risk entails creating a climate that encourages service members to seek help."

In an effort to understand what efforts are needed to combat suicide, the Army initiated a \$50 million, long-term study that has produced a number of suggestions for predicting what group of soldiers is most likely to commit suicide. The Department of Veterans Affairs is expected to launch a pilot program to help its therapists focus efforts on those veterans with strong suicidal tendencies.

All branches of the military are impacted by suicide – the Coast Guard and the Auxiliary are not exempted. In recent years there have even been suicides among the gold-side officer corps and within the Auxiliary. Depression, stress and feelings of helplessness are some of the precursors to suicidal crisis that can affect anyone at any time. Suicide prevention is everyone's responsibility.

If you have not completed the Auxiliary mandated suicide prevention training, or if it has been some time since you did, September is a good time to review, "Building Resilience and Preventing Suicide in the Coast Guard, during National Suicide Prevention month.

It is important to know that in a crisis each of us can be a lifesaver. By providing supportive, positive feedback to a friend or loved one who may be suffering a suicidal episode, encourage them to remain calm and to seek professional assistance, we may be able to save a life.

If that does not seem to be working, it may be time to call 911 for assistance.



**D-TRAIN HOTEL RESERVATIONS ARE READY!**

**March 24 - 25 - 26**

**GRAND SIERRA RESORT**

2500 E. Second St., Reno, Nevada 89595



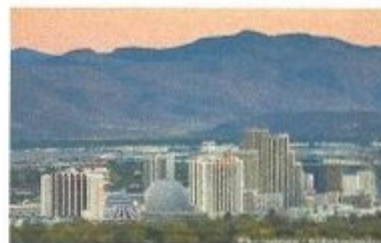
**70th Annual District Training Conference**



Standard Room @\$89 per night

**Free  
Parking!**

**Fully  
Renovated!  
World Class!**



Summit Room upgrade @\$109. per Night

Informative Workshops / New Member Orientation  
 Opening Session / Awards Luncheon / Awards Banquet  
 Member Appreciation Night!!!

Hotel reservations may be made through the District Website or by calling **1-800-648-5080**.  
 Mention **"United States Coast Guard Auxiliary"** for the Group rates.



Training, Awards & Fellowship!!!!



Hotel reservation cut-off date is **3/1/2017**

County room tax of 13% will be added plus a \$2.00 tourism surcharge

Reserve by January 15, 2017 and your room will be entered into a drawing for a free 2 night stay at the Grand Sierra Resort

# District Calendar of Events

<http://wow.uscgaux.info/content.php?unit=113&category=submit>  
 Please refer to the online District 11N Calendar for recent updates and information:



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**Cover photo:** Coastie and Monterey County bomb squad robot engage in friendly conversation. Mike Goldberg, FSO-PA, FL64

**Website:**  
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