

# *Northwind*

*U. S. Coast Guard Auxiliary District 11 North*

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*Editor: Andrea Cuppoletti*



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Dear fellow auxiliarists.

I am very pleased to have the new edition of the Northwind out to you. The goal is to use our Newsletter as a platform to exchange ideas and information across a very diverse territory, from coastal California to Utah. Your contribution is essential to make this publication a vital part of our activities and recruiting efforts. This issue is focusing on Response. At this regard you will find an article from DCAPT Sumner, on a new joint activity between surface and air. Also, we are launching a "Divisions' Corner" where different divisions can catch up with each other on current activities and programs. For this issue we have the contribution of Division 5 and 6 and hope to have more divisions contributing to it in the coming issues.

Please, send me articles and photos for the upcoming issue due on July. Also any comment on how to improve the format of your Newsletter is very much appreciated.



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Contents

*Notes from the Editor*.....page 2  
*Commodore's Corner by COMO Wally Smith* .....page 3  
*AVD, a Joint Operation for Surface & Air- By DCAPT Will Sumner*.....page 4  
*A Primer on the California Mandatory Boating Safety Education Law- By Jim Losi & Sean Harvey*.....page 5  
*D11NR Honor Guard Meets the US Coast Guard Commandant, Admiral Paul Zukunft.- By Georgie Scheuerman*..page 6  
*Auxiliary Aviation Squadron is looking for Air Observers - by Ron Darcey*.....page 7  
*Life on Board of the USCG MUNRO - by Gary N.Murray*.....page 9  
*A day that Changed The Nation - by Tracy Schultz*.....page 10  
*Fill The Boat - by Tom Hoisington; preface of DCO Wally Smith* .....page 14  
*Divisions' Corner- Division 5- by Regina Sarnicola*.....page 16  
*Divisions' Corner- Division 6 - by Jerry Edelen*.....page 17

I was first introduced to the Auxiliary via a Boating Skills & Seamanship class in Santa Cruz ... the reason ... I had heard you can get a discount on boat insurance premiums if you took a boating safety class! They were right! And that's when I figured that one could 'make a difference' by leading some of these boating safety courses and I (we) joined the Auxiliary. And what have we become aware of since?

- How about lives we save 'in advance' through public education, vessel safety checks, marine dealer visits ... and the list goes on!
- How about member training so that our members are better prepared to serve the public's needs ... and the list goes on.
- How about marine patrols and environmental protection ... and the list goes on.
- How about the aviation program in support of Coast Guard missions ... and the list goes on.
- How about fellowship ... and the list goes on.

As a matter of fact, the scope of possible activities for the betterment of the Coast Guard and the boating public is too long to list here.

#### WHY?

Why did I join in the first place? My early goals were clear to me! The question becomes ... why did you join the Auxiliary in the first place .... what were your goals and aspirations with the organization? Have your goals been met? Have your goals transitioned? Are you still pursuing them and if not why not? Do you regularly attend your Flotilla meetings ... if not why not? Have you spoken with your Flotilla leadership about your goals and aspirations and how to achieve them? Nike had a catch phrase a while back ... JUST DO IT! The same applies to us, get out there and JUST DO IT. If you already have the qualifications, exercise them! If you don't have the qualifications, figure out how to get them! Remember why you joined in the first place.

#### RBS #1

Our job as defined by the Commandant, Admiral Zukunft, is Recreational Boating Safety ... RBS is JOB 1. We have every right to be proud of our District as we collectively volunteered close to 200,000 hours in 2016. That equates to nearly 100 full time Coast Guard active duty personnel for one year! Pretty monumental accomplishment! Our premier RBS event is coming up next month with National Safe Boating Week (NSBW) that was established by President Eisenhower about 60 years ago (some of us remember that!). It immediately precedes Memorial Day Weekend ... let's make an extra effort this year to make it 'memorable'.

#### AUXILIARY'S NATIONAL MISSION STATEMENT

- To promote and improve Recreational Boating Safety
- To provide a diverse array of specialized skills, trained crews, and capable facilities to augment the Coast Guard and enhance safety and security of our ports, waterways, and coastal regions
- To support Coast Guard operational, administrative, and logistical requirements

#### MISSION

My "Mission" as Commodore is to support National's Missions. Further, as defined in my MISSION STATEMENT, my goal is to augment the National Mission as follows:

*To attract, mentor, and train members to serve as the best trained and valued volunteers in the maritime environment in the world.*

The Watch Words for my term as Commodore are:

**"EXCELLENCE / ENERGY / EFFICIENCY"**

**EXCELLENCE** = A goal to aspire towards! "Excellence" transcends all aspects of leadership from the perception by others of management



style and personal character to self-comportment in daily tasks. Without "Excellence" as a personal goal, others whom you lead will not aspire towards top performance and results.

**ENERGY** = In order to be an effective leader, one must demonstrate the "Energy" to persevere and see a project / goal through fruition. Without energy, complacency is a danger.

**EFFICIENCY** = Getting the most out of what you've got! In these challenging economic times, our missions in support of the Coast Guard and recreational boating safety must continue even with limited funding. How can we best accomplish a mission / goal in the most efficient manner? Efficiency is not limited to the almighty dollar ... it is inclusive of time spent on achieving a successful conclusion to a mission or goal as well.

Bottom line ... strive for EXCELLENCE with ENERGY and EFFICIENCY.

These are my aspirations for the next two years. Do I intend to cut back on other activities such as instructing public education classes, marine patrols, member training, etc, etc, ... heck NO. They are not mutually exclusive ... and I intend to keep doing

the activities that I joined the Auxiliary for in the first place!

I would like to single out a few of our members who JUST DO IT! They walk the walk and represent the best of our District and the Auxiliary nationally. This is not to say that there are not many others who provide exemplary service as well ... these are individuals that, in my humble opinion, go beyond the norm and set an example that embody the Watch Words as much or more than anyone!

- The Honorable Chester Bartalini, retired Superior Court judge, Flotilla 12-01. At the tender age of somewhere in the mid-octogenarian range, he is a member of the District Honor Guard and marched the full distance of the Pearl Harbor 75th Anniversary Memorial Parade in Honolulu. A proud moment for all.
- Tom Hoisington, Flotilla 10-02, who organized a FILL THE BOAT with toys campaign in support of local children's charities (see the article elsewhere in this publication).
- Hannalore Maddox, Flotilla 8-39, who spent years creating a new, widely acclaimed SEAMANSHIP MANUAL for use by both the active duty and the Auxiliary ... literally 10's

of thousands of hours dedicated to the project.

- Linda Vetter & Terry Blanchard, Flotilla 1-09, who for over 18 years have faithfully supported weekly helicopter training missions for Air Station San Francisco and other marine events in the Bay on board SILVER CHARM.
- Carrie Vandebloom, Flotilla 10-03, who initiated and spearheaded the Auxiliary Communications Vehicle (ACV) program and who volunteered 3,687 hours to the Auxiliary in 2016!
- Sean Harvey, Flotilla 1-02, who spearheaded the Auxiliary's efforts to have our public education courses accepted by the State of California as meeting the education requirements for the new California Boater Card.
- Jim Losi, Flotilla 12-91, who is the only Auxiliarist serving on the Board of Trustees for the United States Coast Guard Academy.
- Past Commodores who continue to bring their leadership and instructional talents for the benefit of members. The list includes an Auxiliary Sector Coordinator, a Lead Instructor for the IS C-School, our webinar guru, the SLO & LLO for the State of Utah, and the Chief QE Coordinator. Very rarely do past Commodores remain so

involved in their District's operation ... we are fortunate!

#### SUMMARY

First ... I am truly honored to have the opportunity to serve as your Commodore! Thank you!

With the 1st Quarter of 2017 already in the books, what have we accomplished? We led off with a very successful PCA Fair in January followed by an equally successful D-TRAIN in March ... one of the best in most folk's memory! ... the venue was great and will be again next year when we return to the Grand Sierra Resort in Reno on the weekend of 23 – 25 March 2018. Our BS&S and ABS courses have been approved by the State of California ... big, big, big! All good stuff!

Moving into the 2nd Quarter, we look forward to NSBW and the start of the recreational boating season across our three states! 2017 should be a very active year for recreational boating ... California has water in its lakes and Nevada & Utah are warming up! So ... get out there, stay safe, have fun... and JUST DO IT!

Until next time

#### ADV, a Joint Operation for Surface & Air- by *DCAPT Will Sumner*

Optimizing Auxiliary capability is what ADV or Abandoned & Derelict Vessel operation is all about and its taking place on and over the Delta. The focus is expanding the Living Marine Resource (LMR), one of the Coast Guard's eleven statutory missions focusing on locating for removal abandoned boats throughout the San Joaquin Delta Region. While underway on MOMS Patrols for Surface or Air Aux operations, there are a number of tasks or missions that the Auxiliary can accomplish. ATON and PATON surveys, looking for Distressed Vessels, Air observations for



oil spills, or looking for abandoned/derelict vessels. The overall objective for the Abandoned/derelict vessel (ADV) program is to locate these vessels and enter onto the ERMA (Environmental Response Management Application) database. ERMA is a division of NOAA or National Oceanic & Atmospheric Administration. This listing will allow NOAA to provide funding to the state/county agencies to clean up the abandoned/derelict recreational vessels. The surveys of abandoned/derelict vessels is done on a specific form, Sector San Francisco Incident Management Division, Auxiliary Abandoned & Derelict Vessel Assessment Form, that requires longitude, latitude, physical descriptors, photos, and risk assessment criteria. The ADV survey form is on the District Website under FORMS; Abandoned Vessel Survey form.

Abandoned/derelict vessels are defined:

Abandoned Vessel: any craft designed for navigation that has been moored, stranded, wrecked, sunk, or left unattended for longer than 45 days. (USCG, October 2011 Commandant



Instruction 16465.5)

Derelict Vessel: a vessel with an identifiable owner that has been left unattended and is in significant disrepair, such that may affect the seaworthiness of the vessel or affect the safety of the public or the environment.

Recently there are some changes in the program directly bringing Surface, Aux Air and Land Mobile efforts together to make the survey process more efficient. Starting with the weekly Aux Air Surveys in the Delta, San Francisco

Bay Area, Monterey Bay, etc., Aux Air will locate and photograph the current ADV vessel, and provide this to the Auxiliary ADV Coordinator who will put this on a spread sheet that will be available to the surface facility or land mobile personnel so they can verify and complete the survey forms and submit the completed forms to Coast Guard Sector IMD (incident management division). Sector IMD enters the final survey form and photos into the ERMA database. For more information on this mission, please contact Wil Sumner, D Capt Response, ADSO MS IMD/Haxwoper.

A Primer on the California Mandatory Boating Safety Education Law- by Jim Losi & Sean Harvey

There has been a great deal of discussion within District 11NR regarding the upcoming new California State requirements as they pertain to the new Boater Card legislation. The legislation which was passed on 18 September 2014, requires a valid Boater Card developed and issued by California State Parks Division of Boating and Waterways (DBW) for the operation of any motorized water vessels in California. This legislation known as Senate Bill 941, was signed into law by Governor Edmund G. Brown, Jr. requiring boating education in the state for the simple purpose of savings lives on the water. Additionally, there has been an equal

amount of discussion as to whether or not the portfolio of USCG Auxiliary boating safety courses will satisfy the requirements for the California Boater card in the future.

The simple answer is yes! Just recently, through the cooperation of the office of the District 11NR DSO-PE and the national E directorate staff, our About Boating Safely (ABS) and Boating Skills and Seamanship (BS&S) have been approved by both NASBLA and DBW. Proof of this can be found at this DBW-maintained site: California Boater Card.

Beginning January 1, 2018, the boating safety education law goes into effect and will be phased in by age. If you

operate a motorized vessel on California waterways, you will be required to pass an approved boating safety exam and carry a lifetime California Boater Card.

The California Boater Card will show that its holder has successfully taken and passed a NASBLA/DBW-approved boater safety education examination. The new requirement will begin on Jan. 1, 2018 for all persons 20 years of age and younger who operate a motorized vessel on state waterways. On that date, these boaters will be required to carry a boater card issued by DBW, unless they meet certain exemptions, stated below\*.

Each year after January 2018, a new

## continues A Primer on the California Mandatory Boating Safety Education Law- by Jim Losi & Sean Harvey

age group will be added to those who are required to possess a valid card. By 2025, all persons who operate a motorized vessel on California waters will be required to have one. Once issued, the card remains valid for a boat operator's lifetime. California Harbors and Navigation Code Section 678.11(b) contains the following phase-in schedule based on operator age:

- January 1, 2018 – Persons 20 years of age or younger
- January 1, 2019 – Persons 25 years of age or younger
- January 1, 2020 – Persons 35 years of age or younger
- January 1, 2021 – Persons 40 years of age or younger
- January 1, 2022 – Persons 45 years of age or younger
- January 1, 2023 – Persons 50 years of age or younger
- January 1, 2024 – Persons 60 years of age or younger
- January 1, 2025 – All persons regardless of age

Lastly, we have been receiving questions regarding what courses will be approved to offer Boater Card exams, and how will I find them? Boating safety course providers must be approved by both NASBLA and DBW. Courses may be classroom, home study or online. The current list of approved courses can be found under the courses tab on [www.CaliforniaBoaterCard.com](http://www.CaliforniaBoaterCard.com). However, the boating public can learn about USCG Auxiliary sponsored classes in their respective zip codes by clicking on this link [USCG Auxiliary Safe Boating Courses By Zip Code](#). If you are interested in obtaining even greater details regarding the California Boater Card requirements, I would encourage you to go to the this link [California Boater Card](#). It will provide you with a wide range of valuable information.

Lastly, we in District 11NR can be the state leaders in offering safe boating classes to the public. It is "Job 1" for us. We have many inspiring and

motivated Auxiliarists at the ready to save lives through our many boating safety education courses.

If you have any further questions, you can contact Jim Losi @ [Jlosi@mac.com](mailto:Jlosi@mac.com) or Sean Harvey at [sean@auxgoldengate.org](mailto:sean@auxgoldengate.org). Please do not contact the California Division of Boating and Waterways, Sean and Jim are prepared to answer your questions directly.

\*California age restrictions for operating a motorized vessel: According to California Harbors and Navigation Code Section 658.5, NO person under 16 years of age may operate a boat with a motor of more than 15 horsepower, except for a sailboat that does not exceed 30 feet in length or a dinghy used directly between a moored boat and the shore (or between two moored boats). The law allows children 12-15 years of age to operate boats with a motor of more than 15 horsepower or sailboats over 30 feet if supervised on board by an adult at least 18 years of age. Violating these provisions constitutes an infraction.

## D11NR Honor Guard Meets the US Coast Guard Commandant, Admiral Paul Zukunft.- by Georgie Scheuerman

USCG Auxiliary members and D11NR Honor Guard had the privilege and honor to greet and meet the Commandant of the US Coast Guard, Admiral Paul Zukunft, on March 11th. The Commandant was in the Bay Area and attended a reception hosted by Auxiliarist Jim Losi (Member of the Board of Trustees for the USCG Academy). In addition to the Commandant several members of the local Bay Area Coast Guard forces were present, including Admiral Fred Midgette (Commander CG Pacific Area), and other Pacific Area officers and enlisted personnel. D11NR Auxiliary members present included DCO Wally Smith, DCOS Kirkwood, and several District Captains. D11NR Honor Guard members present included Honor Guard Captain Chester Bartalini, Tracy Schultz, Steven Bustin, George



Rogers, Mike Mitchell, Georgie and Rick Scheuerman, Karen Yoder, and the Honor Guard mentor CDR J. Andrew Williamson. The Honor Guard was able to salute the Commandant by presenting arms as he arrived and departed from the reception. Admiral Zukunft returned the salute and spent time with the Honor Guard, to share

some stories from his Coast Guard career and thanked the Honor Guard for their service. Captain Bartalini thanked the Commandant for his service to our country and presented him with a Honor Guard Challenge Coin. The reception was a great success due to the warm welcome provided by Jim Losi and his wife.

## Auxiliary Aviation Squadron is looking for Air Observers - *by Ron Darcey*

District 11N Auxiliary aviation, over the last several years, has experienced a considerable increase in mission and operational assignments. While the aviation fleet of aircraft and pilots have kept pace, the number of our dedicated observers is in decline. Subsequently, Squadron 11N's capacity is sorely in need for district Auxiliaries to fill that segment. At present there are not enough available observers to man cockpits for routine patrols, search and rescue, our role in Maritime Domain Awareness and special tasking's the Squadron can expect most any time. Auxiliary aviation is a great adventure. It combines education, operational readiness, and the exhilaration of flying as an aviator. As an Air Observer you belong to the smallest-unit contingent in the Auxiliary. It is a culture unto itself with a tradition for outstanding performance and dedication to the missions and operations both routine and assigned. Auxiliary fixed wing and rotary aircraft are able to cover vast areas quickly in response to distress calls, vector surface ships and boats to incidents, recognize marine environmental pollution from considerable distance and are vested with a responsibility to support more than that of a larger unit. In addition, because of airplane's greater speed and range, provide a significant advantage and benefit to surface vessels both Coast Guard and Auxiliary. With the exception of Auxiliary surface presence in Monterey Bay, the Squadron provides the only Auxiliary resource along the coast of Northern California from the California/Oregon border to San Luis Obispo; and with Coast Guard Air Station Los Angeles



recent move from LAX to Point Magu, the squadron is now flying even farther south providing monthly logistics and air crew transportation flights for our Gold Side colleagues. Perhaps one of the most consequential of our missions is Living Marine Resources (LMR). Living Marine Resources is one of the eleven statutory missions, and stretches across agencies to NOAA. Beginning in 2011, the Squadron has expanded the Coast Guard's and NOAA's capacity by supporting protection to the Monterey Bay National Marine and, Gulf of the Farallones National Sanctuary's. As the National Marine Sanctuary's increase along the nation's shorelines are areas that are restricted to fishing, disturbance from boaters and kayaks infringing on Sanctuary habitat and marine environmental pollution, consistent watch and protection is the mission. This protection extends during crab and salmon season the Squadron conducts operations over popular fishing locations observing and monitoring fishing activities. Each operation brings with it specific assignments such as forward air

support vectoring cutters to concentrations of fishing boats, numbers, and types observed; operations where our most important component, the observer, and having enough observers to crew these operations vitally important for mission success and operational crew sustainability. Auxiliary aviation, an ever evolving asset, is often counted on in emergency missions, an example of which, was in the wake of the Japanese Tsunami of 2011 caused by an earthquake that measured a magnitude of 9.0 that made it the 4th strongest in world history. For this operation the Squadron flew within with officers of the Coast Guard Marine Safety Office and Sector ANT teams. This involved tabulating its destructive force in ports, harbors and marinas, inland waterways and throughout San Francisco Bay. Squadron observers spent their time photographing damage and conducting ATON verification. This operation continued for several days continuing to record, photograph and damage assessment, and response follow-up. As can be readably seen is the job



description of the Air Observer who is the foundation of every operation conducted. Case in point; often, missions may involve several days in different airplanes and pilots and without sustainable observers, operational and mission current, can invalidate resource mission requirements critical to any operation. However increasing the Squadron Observer component is only part of the issue. Air Observers must be dedicated to the mission, maintain a level of currency by providing critical sustainable crew resource capability. Sustainable requirement means flying up to eight, patrols per year or more necessary to maintain skill level and operational capability. The importance of maintaining crew sustainability was expressed in a recent article in the U. S. Naval Institutes publication, Proceedings; "Sustain Operational Crews and Support," in which its author, Captain Gregory Stump, Sector San Francisco USCG wrote: "The Coast Guard's operating expense budget, for example, was reduced in 2013 and increased by just 1 percent per year for the following two years. As the Coast Guard continues to struggle with managing a seemingly endless list of new and existing priorities, and shifts to a mind-set of doing less with less, its

support structure continues to be in the fiscal crosshairs." Since 2013 the Squadron has been assigned to fill that gap with an increase in operations and the mission-mix I state above. We currently operate a fleet of eight aircraft with three more soon to become operational. That represents a total of twenty-four seats available to prospective observers who are ready to become Auxiliary aviators. Observers are the vital combination that completes the aircrew. They are responsible for patrol process procedures before, during and after the patrol or mission. They assist with mission planning, weather, patrol log management, communication with

sector, are photographers and as an incident or SAR occurs, are the crew members that vector surface assets to the location. So, as Captain Stump reminds, for AuxAir and the squadron it becomes aircrew sustainability to maintain a high state of readiness; a sustainability important to field enough observers for the wide range of operations we are tasked to undertake. Observer training and qualification is a dedicated activity. Your first step is to contact the Squadron's aviation training officer (Mr. Eugene Wheeler 925-785-3400) for an interview and orientation. He will guide you through each phase of becoming an Air Observer, assign you an observer mentor/instructor who will train and prepare you for the responsibility and the mission. For Auxiliarists needing to fulfill security clearance and background procedures, this will get underway as you begin training. Once completing ground training, complete the Air Observers open book exam and passed, you shall begin flight training on routine operations on your way to qualification.







The USCGC - MUNRO had been in dry dock for about 7 months for a complete over-haul from the keel to the bridge. It had been at Lake Union in Seattle and then was towed to Base Seattle to finish up. We were docked by the Ice Breaker Haley and Ice Breaker Sea Star. Right across the street was the Seahawks Stadium and about 6 blocks away was the Space Needle.

I had Left for the USCGC MUNRO in mid December from the Santa Rosa Airport and came home Dec.28th due to my mother's sudden illness. The crew got me the next flight out to Santa Rosa and Seaman Lewis got me to the airport. He also made sure all my luggage got checked in. I could not have made it without him, he was an awesome crew mate.

It took me a week to get everything together that I might need to take with me on the MUNRO. I ended up with about 60% of things I did not need. I was told to bring a sleeping bag and plenty of warm gear. I didn't end up needing my 4 pairs of chef uniforms or shoes. We wore ODUs, steel toed boots, and were required to be clean shaven every day. Period.

When I arrived in Seattle Chief- CS Tillinger told me to call the Ship. Chief said Storekeeper Mass should be there

and when I hung up the phone, there he was.

When we got to the ship Chief Tillinger cooked me dinner. I have been very fortunate to get this opportunity. I had worked for Chief Tillinger while he was at Station Golden Gate and during that time we became very good friends; an extra bonus for me. We have just hung out together, and went out to breakfast a few times.

After dinner we did a 2 hour tour of the ship and I was shown where my room was. I was just below the bridge; next to Captain Jordan's and Executive Officer Sarnowski's room. Captain Jordan also had his own kitchen and his own CS. My room was a semi-private room and it was just me for a few days before a pilot came in from the East Coast. I was up at 4:00 a.m. the next day only to get lost and ended up in the Food Pantry at the bottom of the ship.

Sanitation classes were scheduled once a week and I can say without a doubt that our 8 hour TCT course came in handy every day. We had to form many lines of 150 crew mates just to bring supplies on board; especially all of our food. One week we had two days to bring food on board. It worked out to be about \$19,000.00 in groceries. The food pantry was in the bottom of the

ship as well as the Storekeepers office; there was no elevator.

We then went up to the bridge and saw where everything is controlled. From there we worked our way back down to my floor and all of the Chief's rooms. Then on to the next deck and more rooms for meetings. Every floor was lined with fire-fighting foam Crew Quarters were on the floor below the flight deck; about 20 per room. Women had their own quarters, too.

Also on this deck was the crew's recreation room, it is a large room with stadium seating for movies. A recliner for all of them.

The 3rd deck was the Chief's mess hall with T.V.'S and a place to relax. This is where I hung out. They had a SICK- BAY where Doc was at - It was called Battle Stations Sick Leave. Then the Ships galley and main kitchen and dining area - again all lined with fire-fighting foam. We also had a room here for Fire-fighting turn-out GEAR. One deck was for munitions, a barber shop, and laundry rooms.

We had 6 CS in the kitchen and 4 CS on the outside keeping tables clear. We also had a night crew of 2 CS who would come in and do all the fresh baking for the day and prepare us for breakfast. All the CS welcomed me big time as part of the crew.

Breakfast was usually around 6:00 a.m. or 7:00 a.m. . Snack time was about 10:00 a.m. for the young and growing young adults :) Lunch was at noon with another snack at 2:00 p.m. Dinner at 5:30 p.m. We would then fix them a huge snack of something to get them through the night.

Some other meals that I got to make were Stuffed Salmon, Pork Loin, Roast Beef, Chicken chili over rice. Super fresh Salmon that had been caught less

than 24 hours before. It was so rich in color, ALMOST RED. So good it hardly tasted like fish. We went through approximately 50 lbs. of rice in two days with lots of chicken on the menu. Fried, baked, chicken sandwiches, taco's and everything else.

The kitchen was a nice size and could fit all of us CS in there to. Plus the grill that was 76". It had a tilting skillet " that would boil, bake, fry, braze and anything else. We could fix 9 pork loins in it with ease. there was a huge 10-15 lb. pot that was used for rice and other things. Then there were 3 stand up Convection ovens. All refrigerators and freezers were in the bottom of ship near the Store Keepers office. We also had a mixer by Holbert, big as me or bigger. Now that's big.

After dinner there would be a different crew that had to clean the entire galley for us. The CS had a very long day so this way we got off earlier. We were cooking three meals a day for about 160 crewmembers. We would also assign one CS to control the amount of crew mates who would sit for dinner; they had around 90 minutes to eat for the entire crew. At exactly 90 minutes galley was closed and all doors were closed.

After dinner each day was Liberty and we could wear our civilian clothes. The CS Crew took me out for ice cream one night to a home-made ice cream shop. I called it the "HOOD" as that was what it looked like. From then on the ice cream store became "the Hood". We had a Refloating Ceremony with close to 250 people in attendance and our CS team prepared lunch. The guest speaker was Mr. Munro's sister's son. He, too, has been the Captain of the ship. He even wrote a book, Titled " GUARDIAN OF GUADALCANAL " The



WW II STORY OF DOUGLAS A. MUNRO UNITED STATES COAST GUARD. He even signed books for us all. Our ship was named after DOUGLAS MUNRO. HE IS THE ONLY USCG TO BE GIVEN THE MEDAL OF HONOR IN WWII. He was known as GUARDIAN OF GUADALCANAL. The Marines were pinned down by heavy enemy fire as they were withdrawing. There was only one thing he could do.

He put his landing craft between the enemy and the Marines. The Marines made it out safely. He saw another Company of Marines that were in trouble. So he did what any Coast Guard Hero would do. He turned his Landing Craft around and put his Landing Craft in the very back so the Marines could get out and fight on. Mr. MUNRO and his crew took heavy fire and never made it out. He was a true Hero.

The crew ate very well. It was to help keep morale up too. Christmas day dinner we fixed Beef Wellington, Scalloped potatoes, baby potatoes, carrots, butter rolls, and carrot soup.

With every desert you could think of and everything was fresh; veggies, bread and everything else.

On Christmas Eve the guys took me out to look for " OLD MAN SLIPPERS." My room was super cold, so we went out to buy slippers, they were teasing me about my old man slippers as that is what they said they looked like. Well, by the time we left to head back all the crew were wearing old man slippers. :)

I got them big time. We also had a party at BASE SEATTLE for the entire Base on Christmas Eve.

When I went to bed Christmas Eve there was this HUGE STOCKING full of goodies from the crew for me. It also had about 15/20 Christmas Cards from young children about 5 years old from a Church in North Carolina. I had a good cry over that one.

I also got to do my AUXFS at BASE SEATTLE. What a kitchen.

On Christmas Day some of us went to Church in downtown Seattle, between cooking 3 meals. After Christmas Dinner the Captain gave anyone Liberty that wanted to go off base. Some of us



went to Church, another group to the movies. They even watched 3 movies back to back. We also had daily chores and practice. After Breakfast was a meeting. Then the ship was cleaned from end to end and all trash was removed. This would repeat at 7:00 p.m. Practice on crash landing, fire-fighting, and fuel loading.

One day we took on fuel all day long. Somewhere along the line Captain Jordan and XO Sarnowski gave me a welcome party which was very nice. But then I had to speak. I told him a little about myself and the need for our program that Linda Haynes (DSO-FS) got going. Chief Tillinger CS also spoke about the Auxiliary Program and the

need for it at Station Golden Gate. He said they sent me over to give it a try and after about my 3rd shift he turned the Galley over, as he had enough trust in me to handle a shift on my own. I was off and running with my new program that I enjoy. I was then given the Ships hat by Captain Jordan. As the Captain was finishing up he told me he had herd of this AUXCS Program in District 11 NR and there were a couple of ship mates who were so dedicated and that the CG needed more of them. He mentioned Station Golden Gate, Air Station SF, Air Station Sacramento and they even knew about the program at Travis AFB too. He did ask me back which was a very nice compliment. I even did my best to put our Program on the front page and with a good reputation. I am very proud to be part of our Food Service team. THANK YOU LINDA FOR LETTING ME GO.

## A day that Changed The Nation - by Tracy Schultz

“Yesterday, December 7, 1941—a date which will live in infamy—the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan.” These are the words of President Franklin Delano Roosevelt to Congress after the United States was attacked by the Empire of Japan and he requested a formal declaration of war one day after the Sunday morning attack. This was over 75 years ago, and Pearl Harbor marks this historic day with a commemorative parade as well as other ceremonies and memorials. The District 11 NR Honor Guard

participated in the parade and represented the United States Coast Guard Auxiliary. Sixteen members, (4 sentries and 12 flag and banner carriers) consisting of 13 Auxiliarists from District 11 NR, 1 from District 8 and 2 Active Duty members from Coast Guard Island, Alameda, CA. led a platoon of 60 regular Coast Guard members, who in turn led the nationally renowned U.S. Coast Guard Ceremonial Team. Just seventeen days after the attack on Pearl Harbor, the Coast Guard from District 11 was engaged in combat with the Japanese off the coast of California.” Marching with the Honor Guard was:

Commander J. Andrew Williamson, Lieutenant Ernie Saparno, Tracy Schultz (HG Captain), Chester Bartalini (HG Captain Elect), Duane Blackwell (HG Chief), Rick Scheuerman, Georgie Scheuerman, Tamara Badano, Michael Badano, George Rogers, Steve Bustin, Karen Yoder, Kathy Boyle, Jerry Gillgren, Scott Cassell, and Chrstopher Ware. Auxiliary participation all came about when Keith Simmons, a member of the Monterey, CA, Flotilla (6-4) and also a part time resident of Hawaii suggested to me, the Honor Guard Captain, (also of 6-4), how great it might be to participate in this historic parade.



I reviewed the PearlHarborParade.org website over Thanksgiving last year and looked at the requirements for registration. I received permission from DIRAUX of District 11NR and District 14 as well as Commodore Rich Thomas and District Chief of Staff, Wally Smith of D11 NR to pursue registration. The Pearl Harbor parade has a color guard and as our Honor Guard was also carrying both ceremonial rifles and colors it was an important distinction because we had to be reviewed by the Pacific Area Command. In February, after reviewing our website (cghg.weebly.com) and our resume, answering several questions, numerous email exchanges and registering, we were finally approved by Earl Hurrey, MGySgt USMC (ret) who was the Pearl Harbor Parade Committee Selection Committee Chair and incredibly supportive and helpful through the entire process. Now the process of preparing for the

event, practice, coordinating travel/flight arrangements, rental cars, accommodations and transporting gear became paramount. Commander J. Andrew Williamson, MSQSM, LSSGB, Pacific Area 544 is an accomplished Honor Guardsman and graduate of the Merchant Marine Academy. Commander Williamson also spearheaded the funeral of Commander Ray Evans who was Douglas Monroe's friend and shipmate when Monroe earned the only Medal of Honor in U.S. Coast Guard History. Commander Williamson is the trainer and friend of the D11 NR Honor Guard and Silent Drill Team. Monthly trainings at Coast Guard Island, Alameda, CA. covered marching, manual of arms, logistics, honor and color protocols and preparations for Pearl Harbor. As a tune-up for Pearl Harbor all participants were requested to march in the Veterans Day Parade in Petaluma, CA. Finally, the historic occasion loomed before us and we all

traversed to the islands. One member, Christopher Ware traveled from Illinois while another left the hospital less than a day before the event to be there. Marching the streets of Honolulu with the D11 NR Honor Guard were many veterans themselves, current active duty members, as well as accomplished authors, skilled workers, law enforcement and medical professionals, entrepreneurs, teachers, engineers, a Superior Court Judge and members with Doctorates. Many of us marched with the memories or actual memorabilia from loved ones who served and sacrificed in the war. It was a cathartic and emotional experience. The D11 NR Honor Guard has participated in many events, including memorials, funerals, changes of watch, ship christenings, Memorial Day services, professional sporting events (baseball, hockey, football), Veterans Day and July Fourth parades and various auxiliary district meetings and

training events. Each provides us with a great degree of satisfaction and pride. We are privileged to be given the honor to pay tribute, yet this event was different. Our world was shaped by the events that happened in Pearl Harbor 75 years prior and everyone recognized it and had personal reflections of its significance. Every step, every second, every member in their own way said thank you to the brave men and women who served and sacrificed for this Nation both then and now. In a key note address to commemorate the date, Navy Adm. Harry Harris Jr., commander of the U.S. Pacific Command called the attack "catastrophic by any standard," and said, "these scars remind us of our history and how America responded with conspicuous valor." To all who sacrificed, survived and perished he said, "we will never forget your courage under considerable fire and seemingly insurmountable odds," and added "we owe you an immeasurable debt."

The Honor Guard Captain Elect for 2017, the Honorable Superior Court Judge Chester Bartalini (retired) wrote in his article for the East Bay Times that "none of our previous events, individually or collectively, provided us the thrill and satisfaction as did our marching in the Pearl Harbor Parade. The emotion was almost overwhelming. Being in the presence of a survivor of the USS Arizona sinking and a number of survivors of the attack in general was without a doubt an emotional experience of a lifetime — right up there with my marriage and the birth of our children."

"Until my participation in the Pearl Harbor Parade, I never had, to my memory, the opportunity to say "thank

you." Thank you to all those who gave their lives so that I would enjoy all the privileges and opportunities which I have in these 86 years. Saying thank you in such a momentous atmosphere as the parade proved to be has given me a degree of satisfaction that I have made a down-payment on a debt I will never be able to pay in full".

My own parents, as was the experience with many in our group were greatly impacted by December 7th. My Father left his tiny little town in North Dakota (population est. 250) to enlist in the U.S. Navy and fought in the South Pacific where he was wounded. My Mother left that same small town to travel to Los Angeles, CA to work as a "Rosie the Riveter" helping make nose cones for planes to fight in the war. While our Honor Guard was in Honolulu we had the opportunity to meet and speak to Pearl Harbor survivors and their families, a survivor from the USS Arizona as well as a Tuskegee airman and countless other service representatives. We attended various ceremonies, memorials and exchanged challenge coins, took photos and thanked all for their service. When appropriate, several members even bought a dinner or a drink for the survivors or their families as a way to say "thank you".

Many Honor Guard members visited the iconic USS Arizona memorial where more than one thousand sailors and Marines remain entombed as well as Hickam field and the battleship USS Missouri on which Japan formally signed surrender documents in Tokyo Bay in 1945.

The significance of visiting where the war started for America and ended as well as its representation of tragedy, triumph, sacrifice, resolve and the

great American spirit that changed the global order as well as visit with actual survivors and family members who could regale us with first-hand accounts of the attack and aftermath was beyond compare.

In 1944, the average soldier of WWII was 26 years old. Virtually all surviving American veterans are in their nineties and approximately half a million of them are still living. The oldest survivor of the attack is 104 years old. About 50,000 service men and women were in Oahu on December 7, 1941 and very few remain. Sadly, a great number of them cross over the bar each year and it is likely that in less than a decade none will remain. This anniversary is bittersweet as it is expected to be the last major anniversary featuring actual survivors. America has had various historic rally cries, from "Remember the Alamo" to "Remember the Maine" to the significance of the expression "9/11." The rally cry of WWII was "Remember Pearl Harbor." FDR galvanized that with his speech noting that the date was one that will live in infamy. The Motto of the 75th anniversary is "honoring the past, inspiring the future." The United States Coast Guard family of Active Duty members, Auxiliaries and the D11 NR Honor Guard were privileged to honor and remember Pearl Harbor and the sacrifices made by those who inspired our future and shaped this great Nation.

Our sincerest thanks to all who helped make this possible.

## Fill The Boat - by Tom Hoisington; preface from COMO Wally Smith

Flotilla 10-02 member Tom Hoisington, a recent transplant from Florida, started a very innovative and worthwhile public affairs initiative five years ago known as the FILL THE BOAT toy drive. Tom has written a great article about how the idea was first formed and the steps taken to launch the FILL THE BOAT campaign both in Florida and more recently in Modesto, CA. There is continued success with the program in Florida and new-found success here in California.

Join me in applauding Tom and his creativity and drive. He has brought joy to hundreds of children with the program that is now "coast-to-coast". I urge members in our District 11 North to launch similar toy drives for perhaps a National Safe Boating Week event and, of course as Tom has successfully done for several years, a pre-Christmas event. By the way, Tom and his bride are Santa and Mrs. Claus! Well done Mr. Hoisington!

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The 1st annual Coast Guard Auxiliary "Fill the Boat" toy drive/Public Affairs event was launched in December of 2011 with the Orlando Flotilla (7-17-11) at the helm.

During our flotilla meetings, I heard about how some of our Auxiliary members were hosting PA events at the local Bass Pro Shops, educating kids in schools and promoting RBS. And at one time, an Auxiliary member was talking about how the public got excited during a Flotilla BBQ which had a boat on display and a banner promoting VSC's. At that point I figured that I was one of only a few members in the Orlando flotilla that doesn't own a boat and felt I wasn't contributing anything to the flotilla or public. So, I said "I don't have a boat, BUT!!! I have



an idea." A great way for the Auxiliary to meet the public while standing in one place. I presented the FILL THE BOAT toy drive to the flotilla and "Fill the Boat" toy drive/Public Affairs was launched. The whole idea of this toy drive was to collect toys and donate them to the "Toys for Tots" program. The reason for this was at one time, I have been a recipient of the toys for tot's program and I felt that this was a great way to give back. I presented this idea in mid-October to the then Flotilla Commander Carl Motes. Carl liked the idea and had done the legal research for me and laid out the boundaries. Jim Nickles of the Orlando Flotilla jumped at the chance and helped line up a Big Lot's store and called in a favor and got an airboat from Boggy Creek Airboat Ride. Both vendors liked the idea and agreed. So now we have the store and boat to be filled with toys, but, time was not on our side. We had roughly 6 weeks to put this together, which is not a lot of time to put something like this together as most stores wanted a 3-month notice. Despite everything, Fate was on our side. Once we had the boat

and store, I contacted the local Toys for Tots and told them of who we are and what we were hoping to accomplish, this way the public would see one branch of the military helping the other. As I presented the idea, I was greeted with "So, you want the Marines to host this for you"? I laughed and said "no, we are capable enough to do this ourselves". I dug deeper in finding other ways to donate to the Toys for Tots. The more research that I did, the more I didn't like what I was reading. After what I read, I felt that WE as the Auxiliary could give the Toys for Tots campaign a run for their money. It was then that Jim found a local children's hospital that needed toys. So now we had the boat, store, and a cause. All we needed was a date that didn't conflict with other events. The second Saturday of December was open and after hosting many toy drives on that particular day, I have found that it works well. That Saturday falls between Black Friday and Christmas Eve and doesn't put a big dent in the public's pocket. The first fill the boat toy drive collected approximately 250

toys that were donated to the Florida Hospital for Children. As the public walked up to us, we were asked who we are and what we were doing. Once we told the public that we are the Coast Guard Auxiliary, many times I heard "oh, I never heard of you" Or "I didn't know that the Coast Guard had an Auxiliary". So now people were digging deeper into their pockets. We told the public that this is a nonprofit event and that everything donated here goes directly to the Children's hospital.

In 2012 I wanted to attempt this "Fill the Boat" toy drive again. This time armed with a bit more knowledge I presented the idea once more to the Flotilla around August. There was a bit more excitement amongst the Auxiliary members. Plus, having more time allowed me to get Big Lots AND Walmart interested in our toy drive. I was also able to get a Viet-Nam era US Navy PBR as well as the Airboat to be a part of this event. I had also enlisted the help from the Civil Air Patrol to assist at the Walmart and the PBR at the Walmart and the Airboat at the Big Lots, same as 2011 toy drive. This was the first year that Santa made an appearance. The Auxiliary was approached by a veteran's representative from the Mayor's office. We were asked to redirect the toys to the Homeless Serviceman's network of Central Florida, helping low-income veteran's families. Being a

veteran myself, I felt that this was a cause near to my heart and said yes. Between the Big Lots and Walmart, we filled both boats with approximately 800 toys. The toys were then taken to the veteran's office were workers wrapped and delivered toys and clothing to veteran's families. In 2013 I relocated to the Turlock, CA area. My fear was that when I left Orlando, the toy drive would not continue. I was proven wrong. At the same time, I attempted a "Fill the Boat" toy drive/public affairs event in Modesto. Having only 4 weeks to put one together, needing a boat, store, cause, being new to the area and was met with a lot of people saying "I never heard of you" ... and rightfully so, why should they trust a stranger? Again, fate was on my side, I was able line up a Big Lots, and the Shriners Hospital for Children in Sacramento, Now I needed a boat. So, I asked my neighbor. He agreed. In Orlando, another 400 toys were collected and in Modesto, 200 toys were collected.

In 2014 Auxiliary members from the Modesto Flotilla (11-10-02) participated in this event. I think that curiosity got the best of them so they wanted to see what this was about. This time I was able to get Walmart in Modesto. And again, using my neighbors boat, we collected about 250 toys and delivered them to the Shriners Hospitals for Children in Sacramento.

had bragging rights, proud that the "Fill the Boat" toy drive is now coast to coast.

In 2015, I found it much easier to present the "Fill the Boat" to our Flotilla. I was able to line up Walmart, local law enforcement, fire department, Coca-Cola, the Coke polar bear, a boat and crew from Coast Guard Station Rio Vista, Santa and Mrs. Claus. To my surprise one of our Auxiliary members graciously offered his boat to be filled. The only change that was made was now we were doing this drive for the Ronald McDonald House Charities.

We had collected about 475 toys and went to the Ronald McDonald House to see exactly where the toys were going at that time I was told that the toys are going to the children in the hospital as well as some of the families that are staying at the Ronald McDonald House. This warmed my heart.

2016 promises to be bigger and better. We have lined up members from law enforcement, fire department, Coca-Cola, TWO Auxiliary member's boats, a boat from Station Rio Vista, local radio station to play Christmas music (NO LIVE INTERVIEWS), representatives from the Ronald McDonald House, US Coast Guard Auxiliary's very own "Coastie" along with Santa and Mrs. Claus.

My vision is to see the "Fill the Boat" campaign go nationwide and I am certain that it will. With the momentum that we are gaining, I hope that other Flotillas will weigh anchor and follow our wake. For more information, please go to filltheboat11 on Facebook.

I saw online that my fellow Auxiliary members in Orlando were still running with the toy drive and making a huge impact. I felt now I



## The Divisions' Corner - Division 5 - by Regina Sarnicola

### Tribute to USS Indianapolis

On Tuesday April 5 and Wednesday April 6, the Mare Island Museum sponsored by the Mare Island Brewing Company/ Tap Room, presented a documentary film on the U.S.S. Indianapolis, its World War 2 mission, sinking, and aftermath of the survivors. Present was Mr. Harold Bray of Benicia, California who told of his experiences as a crewman and his rescue from shark infested waters that took the lives of over 800 men. In attendance were Auxiliary members, Glenn Hunter, and Dan Tinney, Flotilla 51 and Tom Sarnicola Flotilla 52.

provided much needed water and comfort while USCG Station Rio Vista personnel responded afterwards and transported the boater to a hospital thereby saving her life.

The award is given "for Auxiliaries

were a Life Saved. During the afternoon of July 3, 2016, Kokua II was on routine patrol on Lake Berryessa when they observed a swimmer 20ft off the stern of their pontoon boat in the middle of the lake. The Kokua II



### Awards

On Thursday, April 6 at the Division 5 meeting, the crew members of Auxiliary facility, String of Pearls, received the Auxiliary Commandant Letter of Commendation Ribbon and Medal for rendering lifesaving assistance. In July 2013, while on routine patrol in the Delta, the crew located a female boater who was found unconscious in her canoe and was stranded for two days in the shoreline reeds. Because of the quick response and efficiency, the crew

*...serving in any capacity with the Coast Guard or Auxiliary for an act of service resulting in unusual and/or outstanding achievement."* Congratulations to Coxswain, Bob Gallup Flotilla 57, and his crew Craig Hartman, Flotilla 52, Glenn Hunter, Flotilla 51, Thomas Sarnicola Flotilla 52 and John Hardon Division 3 Flotilla 5.

Also receiving the Auxiliary Commandant Letter of Commendation were the crew of Kokua II at DTRAIN. Crew members Charles Pina, Curtis Han and Randy McCormick were credited

quickly returned to the swimmer to find out the swimmer was completely exhausted and unable to return to the boat. Because of situational awareness training, the crew recognized a distress situation and quickly executed a successful rescue.

### Auxiliary University Program

On April 6, 2017, Division 5 members attended the Auxiliary University Program Awards ceremony held at California Maritime Academy in Vallejo. Twenty-one full time Cal Maritime students completed additional US Coast Guard Auxiliary classes in addition to their undergraduate degree programs of study qualifying them to join the USCG Auxiliary. This year's class was the largest in the United States. Commander, Randy McCormick assisted in the ceremony and thanked tomorrow's leaders for their dedication. Members of Flotilla 51 were also present to congratulate the students.



## The Divisions' Corner - Division 6 - by Jerry Edelen

Division 6 has always had a very special relationship with the Coasties at CG Station Monterey. The Station Commander, LT Mark Magrino, truly embraces the concept of Team Coast Guard and considers Division 6 to be an integral part of his Command. The Gold Coast Division supports his Command in all of the traditional Recreational Boating Safety missions, and goes further by furnishing Auxiliarists to act as fully qualified Coast Guard Watchstanders and Food Service Officers. In addition, our Auxiliarist Emergency Medical Technicians train his Coasties in First Aid.

The high degree of interaction between the Coasties and our Auxiliarists forges a very strong professional and personal bond and



the team goes out of its way to work hard and play hard together! Just two examples- during January, Team Coast Guard works together to support Monterey's Whale Fest. Thousands of residents and tourists attend this annual celebration of Ocean Stewardship during a two-day event. The Active Duty 29 foot RBS is present during both days as a static display with visitors encouraged to go onboard for a tour and briefing. The 47 foot Motor Lifeboat is also present, next to the Tourist Wharf offering visitors an onboard tour. Division 6 Auxiliarists set up and man an

information booth next to the 29' RBS interacting with the many visitors. Our Division 6 mascot, Auxtter is always a



hit with the children and Marine Safety is the key message.

During Valentine's day, our Auxiliarists prepare Valentine's Day Dinner for CG Station personnel and their significant

Grilled garlic marinated artichokes, mixed vegetables, cooked buttered carrots, green salad, and mixed

desserts. There is always a raffle and a photo booth where Valentine's Day couples can commemorate the party with a romantic couple's photo! Coast Guard Station Monterey



others. The menu consists of Barbecued Tri Tip Roast, boneless chicken thighs, chicken nuggets, baked potatoes, barbeque baked beans,

Commander LT Magrino's seamless integration of Division 6 has truly progressed the concept of "Team Coast" from concept to reality!