

NORTHWIND

USCG Auxiliary District 11 North Official Newsletter

1st Quarter January-March



FEATURED in Auxiliary Fitness...19 - Boat crew Tiffany Townsend and Auxiliary Patrol facility SEAHORSE



50 Year Membership Service Award

Commodore Mary Kirkwood attended Flotilla 5-7's meeting in February to award Mike Hendershot his 50 year Membership Service Award.
Bravo Zulu, Mike!

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Cover Photo: Sausalito, CA - Boat crew member Dr.
Tiffany Townsend MD AUX-Fitness demonstrator with
Auxiliary Patrol facility SEAHORSE *Photo: Roger Bazeley*

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Help Wanted: The PE department is looking to fill the following ADSO roles. A thank you to those who have already begun responding to the call!

ADSO-PE-PC: Act as a district-level resource and coordinator for paddle craft.

ADSO-PE-IT: Act as a district-level resource for qualifying and requalifying new instructors, as well as helping instructors maintain their IT qualification.

ADSO-PE-MK: Act as a district-level resource for assisting in marketing PE courses.

If interested in one of these positions, please contact Sean Harvey at sean@auxgoldengate.org



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Website:<http://d11nuscgaux.info>

Mary Kirkwood, District Commodore *Welcomes 2020 a New Decade District Eleven North*

Happy New Year! I hope everyone had a safe and wonderful holiday season and had time to decompress from a busy year. Yes, 2019 was a very busy year. Despite a government shutdown that affected our operations the first six weeks of the year, we exceeded our activities in several areas from the previous years. In addition, our District (again) completed 100% of the Aids to Navigation in our District! What a great year it was! Here's how our stats shook out for 2019.

Total member hours:	184,70
Public Education.....	2,084
Patrol/SAR hours.....	14,414
CG Operations support.....	7,692
Public Affairs.....	6,777
Marine Safety.....	4,391
Member Training.....	3,881
RBS.....	135,324
Vessel Safety Checks.....	5162
Marine Dealer Visits.....	471



Right Photo: About 50 members from several Divisions attended the RM Refresher class at Station Golden Gate.

A focus of 2020 will be developing a **Culture of Safety**. Over the past few years, there have been a few mishaps where Auxiliary members were involved in incidents that resulted in significant injuries and loss of assets. A review of these incidents identified several opportunities for improving safety. While these particular incidents occurred while on boat patrols, the need to improve our focus on safety is not just limited to operations. In every mission we do there is risk, and where there is risk there is always the opportunity to work safer. This is especially true as we all age and aren't as physically flexible (or capable) as we used to be. Some of the safest tasks become riskier as we get older. We need to think about safety on every mission, on every patrol, while performing vessel safety checks and marine dealer visits, when preparing food for an event. We need to rethink how we do what we do and ensure we are being the safest we can. To that end, we will be creating a **District Safety Officer**. If you have a background in safety/experience as a Safety Officer, We Want You!

A major focus of 2019 was on retaining our members and **Growing our Membership**. While we gained many new members, we unfortunately lost just as many at the end of the year. Disappointing, but it only pushes us to identify additional ways to attract new members. Recruitment is everyone's responsibility. We need to build our membership to ensure we have the manpower to support the Coast Guard in their missions. We need to have a trained workforce to meet the challenges of new programs and missions as they emerge. I encourage each member to recruit one new member this year. Talk about your Auxiliary activities and why you are proud to be part of the Auxiliary with coworkers and neighbors, your students at boating classes, when doing vessel safety checks and marine dealer visits, and definitely at boat shows. We also need to reconnect and re-energize with members who are no longer active. We all have members in our Flotilla that no one ever remembers seeing. Time to reach out and call our wayward members and try to reconnect them to a program they can get involved with.

Paddle craft continues to be a focus area of Sector San Francisco, and therefore one of our focuses as well. Last year we only put on 3 paddle craft classes for the public. Paddle craft accidents continue to climb each year. We need to engage paddle craft boaters and educate them in boating safety. We need to reach out to paddle craft clubs and offer speaking engagements. If you need help putting on a paddle craft class, reach out to Sean Harvey, our DSO-PE. 2020 is destined to be another great year for our District, and I'm excited to get started!

Mary Kirkwood
District Commodore, Excellence-Professionalism-Relevance

South Beach Marina. Photo of Kayak Inspection with
COMO Dale Fajardo (Left) and Sue Fry, Marine
Safety expert (right).



MEMBER TRAINING: PADDLE CRAFT EXAMINERS

Article & photos by Roger Bazeley

It has been noted that in Northern California there have been far more fatalities with kayaks than with other types of boats. The use of Paddle Craft VSC Form 7012-A is showing minimal Auxiliary use. It is apparent that major marine safety issues could be addressed and credited to the Auxiliary if Vessel Safety Examiners make a greater effort to reach out to kayak users. District Paddle-Craft Safety Public Education Program is a USCGAUX priority.

As a result of the concern, especially in the Bay Area with the popularity of paddle-craft usage, rentals, and sport activities, there is an increased emphasis by the USCG and USCG Auxiliary in developing and strengthening safety exams and public boating education. Auxiliarist Roger Bazeley is developing educational articles and program marketing to target these concerns with fellow Auxiliarists in recreational boating and marine safety in District Eleven North, including Bill Burns, past Flotilla Commander and Flotilla Staff Officer of Marine Safety, Sue Fry - Marine Safety Specialist, Commodore Dale Fajardo, Mike Lauro - District Staff Officer of Vessel Examination, Doug J. Manifold - District Staff Officer of Public Affairs, and others.

As a part of the Paddle-Craft National RBS Program, the mission is "to minimize loss of life, personal injury, property damage, and the environmental impact associated with the use of recreational boats including paddle-craft, through preventative means, in order to maximize the safe use and enjoyment of United States waterways by the public."

A program of the National Safe Boating Council



Paddle-craft are the fastest growing form of recreational boating in the United States. The Outdoor Industry Association reports that about 17.8 million people participated in some type of paddle sports activity getting out on the water more than 50,000 times daily. With over one hundred thousand paddle craft being sold annually, the U.S. Coast Guard anticipates that by 2020 as many as 47 million paddlers will be using paddle craft for touring, physical exercise, fishing, hunting, or other activities.

With an investment of just a few dollars, people can gain access to the nation's waterways and therein lays the problem. Many of these paddlers lack experience. They overestimate their skill level and fail to properly assess environmental conditions. Worse yet they often lack the proper safety equipment and the training needed to use that equipment to stay safe on the water. Consider as well, the potential for conflict as this multitude of paddlers interacts with all manner of motorboats, sailboats, and commercial vessels navigating the same nearshore waters.



Kayak VE and name sticker application by Auxiliarists Dale Fajardo and Sue Fry.

The paddle sports community has become an important constituency for the Auxiliary's Recreational Boating Safety program. Unfortunately, the explosive growth of this segment of recreational boating has led to a disturbing upward trend in the number of injuries and accidents. The Coast Guard has found that canoe and kayak fatalities have been steadily rising for a decade. This loss of life could have been avoided with proper education. Most paddlers want to learn to how to be safe on the water, but don't know where to go to get the necessary guidance and training.

This creates a tremendous opportunity for the Coast Guard Auxiliary. Members can engage the paddling community through our public education, program visitor and vessel examination programs. Auxiliary members are undaunted by new challenges like this one. Although the potential audience is quite large, there is little doubt that safety training and counseling will lead to a marked reduction in the number of paddle sports accidents and fatalities. Initially, the workload will be significant, but remember all of those paddlers have the potential to become members of the Coast Guard Auxiliary, easing the burden of this new endeavor. ★★ ★





National Safe Boating Week's Beginnings and Future

Gail Giacomini, D11NR NSBW Chair

The first National Safe Boating Week was started by a Coast Guard Auxiliary unit, as a *Courtesy Examination Weekend*, June 1952, in Amesbury, Massachusetts. By 1957 the USCG Auxiliary officially sponsored National Safe Boating Week observances in various parts of the country and on June, 1958 the U.S. Coast Guard wrote a Resolution that passed and established NSBW as the first week initially in June, but in 1955 was changed to the week before Memorial Day.

In 1957 NSBW was organized and overseen by the National Safe Boating Committee (changed to the National Safe Boating Week Council, Inc. in 1973). The Council supports major boating safety efforts through: education, training and outreach programs; planning and developing national boating safety awareness projects and campaigns, such as NSBW. In 1971 the United States Congress authorized creation of the National Recreational Boating Safety (RBS) Program, (uscgboating.org) which was adopted by the CG and CG Auxiliary as a year-round program to support its mission of boating safety, including NSBW. [ref: Wikipedia]

Here are some Key Facts from the US Coast Guard's 2017 RBS Nationwide Statistics:

Every year, more than 70 million Americans participate in recreational boating with 11,961,568 registered recreational boats! Approximately 84.5% of the 449 boating fatalities who drowned **were not wearing life jackets** and only 14% of deaths occurred on boats **where the operator had received boating safety instruction.**

The National Boating Safety Program lists five primary contributing factors in on-and-in-the-water accidents and fatalities:

- **Inattention of operator or crew** regarding other boats, persons or surroundings;
- **Inexperience and unfamiliarity operating a boat** or recreating in the water;
- **Improper or absent assigned vessel lookout** or swimmers' "water-watcher."
- **Machinery operation failure**; and
- **Alcohol or drug use** while helming or recreating on or near the water.

To promote a "culture of safety," and address these accident and fatality contributing factors, the Coast Guard Auxiliary provides continuing boating safety courses and classes; free literature; free vessel safety checks; boat show volunteer staffing; interactive boating safety activities; boating safety patrols; distribution of free safety literature and lifejackets (from the CA Department of Boating & Waterways) at Public Affairs Exhibits along with the promotion of National Safe Boating Week.

If you are a District 11NR Division CG Auxiliary NSBW Chair for 2020, and have had to cancel or postpone your event plans due to COVID -19, Mary Kirkwood, COMO D11NR encourages media use by *using electronic communications*, to promote safe boating practices. Use the NSBW website for media ideas and templates (www.safeboatingcampaign.com) and for training, [Click here to download the NSBW Powerpoint](#) to plan for your Division's readiness for NSBW 2021. *Semper Paratus!*



Why we do what we do...

Our personal journey together

By Jim Losi

Continued:

Each and every morning when I enter my home office to begin my daily ritual of responding to emails, making early morning phone calls and handling correspondence, I'm reminded just how lucky to be an Auxiliarist. I have a few bookcases with shelving and one of them, is dedicated to all things Auxiliary and of course, our USCG.

Every morning without fail, as I drink my first cup of coffee, I scan the shelves and with that morning ritual which serves as a daily reminder of just how lucky I really am.

I think to myself, what other volunteer organization would allow a member to wear an official uniform of the USCG, serve side by side with their active duty counterparts and receive world class training all the while

Photo: Jim Duncan while mentoring Jim Losi through his Paton Verifier PQS



volunteering their time away from family and loved ones?

For instance, why would Jim Duncan invest 50 years of his life to the Auxiliary and he still isn't done? Why would Mary Stephens, brand new to the Auxiliary, use her vacation time to go on a night-time training patrol and smile all the way through it?

What organization would allow its members to create a custom portfolio of activities ideally suited to meet the interests and passion of its members?

Mary Stephens on OPFAC SERVANT during training patrol



One word describes this, remarkable!

Why would Steven Hilt and Winnie Zhou, currently cadets at the San Francisco Sheriff's Academy, take the time away from their studies to schedule their PA3 oral boards? The answer to all of the aforementioned questions is quite simple...it is heart!

Photo: My shelf in my home office dedicated to all things USCG Auxiliary and USCG.



Why we do what we do...Continued:

Why would Roger Bazeley AUXPA1 Editor Navigator Express show up 8 am on a Thursday morning to photograph the departure of the USCG STRATTON as she deploys for six months and invest six hours of his time on an unusually hot day at CGI, and then drives to the Golden Gate Bridge to photograph the STRATTON as it heads out the Golden Gate Bridge?

Photo: Alameda, CA--CGC STRATTON WMSL 752 on 20 June 2019 the day of her 180 day deployment.-headed out.



The answer to all of the aforementioned questions is quite simple...it is heart! I find this an absolutely fascinating topic to explore. I decided that I wanted to do a deeper dive and learn from my fellow Auxiliarists as to why they do what they do. In this instance, I homed in on “Why” they joined the Auxiliary. I will seek to try and explain this through some good old fashioned research and talking to members.

Here is what I learned...I asked Kristan Verveniotis of Flotilla 04-06 why she joined the Auxiliary. She responded, “I was looking for something to keep me busy outdoors as I prepared to have an empty nest.” She went on to say, “I’m most inspired by the opportunity to help with boating safety... When they do happen for others on the water, I hope that I’m around to help” I will note that I have patrolled with Kristan and she, like her husband Paul, love the Auxiliary mission. Their enthusiasm is very contagious.

Jim Losi and Kristan Verveniotis post check-ride at the Victory OPTREX in June 2019.



I was able to spend about thirty minutes with former D11NR Commodore Angelo Perata of Flotilla 11-01 at our most recent PCA Fair at CGI this past January.

When I asked him why he joined the Auxiliary, his eyes widened, and the words flowed effortlessly. I didn’t know this about Angelo, but he is former Active Duty Coast Guard and I simply expected him to say that the serving in the Auxiliary was simply a logical extension of his prior service in the USCG. Well, yes and no. Angelo went on to say, “the mission of boater education is so critically important that I felt it my personal responsibility to work with the public and educate them about safety around the water.” He spoke so passionately about the boater education mission. It was inspiring to just sit there and listen to him speak about all things Auxiliary.

Why we do what we do...Continued

He left me with the following, “I love educating the next generation of Auxiliarist. I welcome every opportunity to educate members and guide them to success.” Angelo was my QE and mentor during my coxswain check ride in March of 2019, evaluating my skills as a prospective coxswain. I learned so much from him during the check ride process. He is very much passionate about member education and success. It was abundantly clear to me that my success was his success. **Angelo is an incredible leader.**

I recently had lunch with Sue Fry of Flotilla 01-07 at Yerba Buena Island while we were discussing an Auxiliary project at Station San Francisco. As our conversation was winding down, I asked her how long she had been in the Auxiliary and why she had joined. Sue perked up and proudly announced “I have been in the Auxiliary for over 25 years!”

Sue shared with me that she has always been an avid sailor. When she was a younger person she sailed from Hawaii to San Francisco. She recounted that “as I was entering San Francisco Bay, we were greeted with very thick of fog. It was so thick with no visibility, we had to call for assistance...and of course, the members of USCG Station Golden Gate came to our aid.” Sue went on to say that “I was so appreciative of them coming out to help us, they really saved us! I felt I needed to do something, reciprocal of sorts. So, I joined the Auxiliary and the rest is history.”

Steven Bustin of Flotilla 01-04 has first and foremost, a strong lifelong sense of patriotism. Steven said that, “The Auxiliary allows me, at this stage of my life, to serve my country, the Coast Guard and my community. It is that honor, coupled with the incredible and dedicated people working as a team, which keeps me in the Auxiliary. Also, belonging to something bigger than me, which reminds me of my family members that served in the military. It is a way for me to honor them. When on Auxiliary patrols, I usually carry the dog tags of my dad and uncles in my pocket.”

Photo: Alex Bennett and Steven Bustin



Quindy recalls that “he showed me the telecommunications room where the Coast Guard receives emergency calls from boater’s whom are in distress. We went out on patrol with the Active Duty Coast Guard boat crew and coxswain, on the small 29-foot patrol boat.”

Thanks to Auxiliarist Gallo’s efforts, Quindy decided against joining the Army and made the drive to the Coast Guard recruiting office. Quindy stated that “during my time in service, I had a wonderful time serving while on board the Coast Guard Cutter Chase, which was home based in San Diego, CA. My experience was unlike anything else, so much so, that after getting out of the Coast Guard, I missed wearing the uniform and helping people, so I decided to join the Coast Guard Auxiliary. Since I had fond memories with Auxiliarist Gallo, I knew that I would really enjoy being an Auxiliarist, and boy was I right.”

Photo: Quindy Sammler aboard OPFAC SERVANT getting ready for a patrol

Why we do what we do...Continued

Don Maiden of Flotilla 05-02 had a very heartfelt response to my question as to why he joined the Auxiliary. Don stated, "I joined after a family member was killed serving in the Army. I wanted to honor his legacy in some way, and I was too old to enlist via traditional means. The Coast Guard Auxiliary provided me the ability to support a worthy mission while honoring a loved one's legacy."

Terry Blanchard of Flotilla 01-09 is a very well-known Auxiliarist, especially amongst the San Francisco Bay Area active duty members. Terry is also very special to me as he served as a mentor to me during my coxswain training. Truth be told, he still mentors me. I need a lot of mentoring.

So I reached out to Terry recently and asked why he and his wife Linda joined the Auxiliary. Terry shared with me a wonderful story, the essence of which follows. Terry stated that "While we they were waiting for our boat to be built, we happened to see a public service ad in the San Jose Mercury News about an Auxiliary BS&S class. The class was being given by what became our flotilla (01-09), San Francisco, I think back in 1992 that those classes were either 12 or 14 weeks long. We were hooked!

I had also learned from Terry that both he and Linda were very close to the military, especially the US NAVY. He shared with me further that they were both employed by the military for a number of years. Terry went on to say more about why they joined the Auxiliary, "Maybe we joined because it wasn't much of a stretch. I've been around the military most of my life in one way or another

I grew up as an Air Force brat, served my two years in the Army during Viet Nam then worked for the Navy as a civilian employee. Linda worked for the Navy as a civilian employee longer than I did. Being around a military setting or wearing uniforms wasn't so unusual for either of us. And 2020 will be my 27th year as an Auxiliary member."

Both Terry and Linda, along with all of the members who have shared their stories as to why they have joined the Auxiliary, have as their core reason why they joined the Auxiliary...heart! I have learned so much about the heart of the Auxiliary writing this article, that I have been inspired to continue to research the question and continue to share the results in future editions of the NORTHWIND.

I am reminded frequently by Bob Schabert, DSO-HR that trying to understand the why a prospective member would join the Auxiliary is a critical success factor in attracting a new member. Part of that process is to understand why current members joined the Auxiliary and applying that knowledge to attract new members to our Auxiliary ranks. This article's intent was in trying to understand and highlight why members joined the Auxiliary and why it is such a remarkable organization.

I may be finished with this current article for NORTHWIND, but I am far from finished from sharing what I have learned from talking to members. There are so many wonderful inspirational stories out there amongst our membership. My mission, going forward, is to share as many of these stories with you as I find them. Standby for future articles on the subject!



PROPER UNIFORM WEAR

Dean McFarren D11N – Chief of Staff

The Coast Guard Auxiliary has supported The United States Coast Guard for over eighty years by providing unique talents and performing a variety of missions as authorized by the Commandant. As part of “Team Coast Guard”, the Commandant through the Auxiliary Manual has granted the Coast Guard Auxiliary permission to wear the Coast Guard uniform when performing our authorized activities. Wearing of the Coast Guard uniform is an honor that I hold in particularly high regard and part of the reason I joined the Auxiliary.

This “permission” to wear the uniform is however not a “Right of Membership” and should be considered a Privilege. If we, The Auxiliary, cannot live up to the expectations and obligations of representing our uniform and our service to the best of our abilities, the privilege of wearing the Coast Guard uniform can be revoked at any time.



When we think about the word “UNIFORM,” what does it mean? ... from the dictionary

Uniform [yoo-nuh-fawrm]



1. Identical or consistent, as from example to example, place to place, or moment to moment
2. Without variations in detail
3. Constant, unvarying, undeviating
4. An identifying outfit or style of dress worn by members of a given profession, organization, or rank

The dictionary leaves little doubt and the definition(s) is very clear. It states in so many words what we convey in so few: “wear it properly.” I am a strong believer that if a member is to wear the uniform, then it should be worn properly or not at all!

So, why am I bringing this up? There has been a considerable amount of concern recently within the Coast Guard and the Auxiliary that not all of our members are in the habit of wearing our uniforms correctly. Does this mean “all” Auxiliarists are not complying with requirements....No, of course it doesn't. Most Auxiliarists do wear the uniform correctly and proudly. However, what it does mean is there have been enough violations observed nationwide that proper uniform wear is once again a major topic of conversation at the highest levels of the Coast Guard and Auxiliary. That being said, I believe significant and ongoing attention needs to be drawn to the subject.

The Coast Guard allows us to wear their uniform ... sure with a few minor differences (gold vs. silver and some different ribbons & insignias) but when the public sees an Auxiliarist in uniform, they see the Coast Guard. We must wear the uniform correctly and proudly. Why ... because we honor the Coast Guard and the men and women who serve and have served for so many generations. We could also be influencing future generations of Coastie's based on something as simple as how we present ourselves.

One would expect when a member attends an event such as a D-TRAIN, Change of Watch, training event, Public Affairs event, or even a routine patrol that the member would be certain that he or she is wearing the uniform of the day properly! Unfortunately, this is not always the case. It is up to leadership and quite frankly ALL members to actively observe and privately coach violators and suggest what corrections should be made. Additionally, we should be publicly praising those members for proper wear. Positive reinforcement goes a long way! If one does not possess a "proper and complete uniform", civilian clothing appropriate for the occasion is permissible ... and preferred over wearing a uniform improperly! I understand that every member wants to wear the uniform, however if you don't have a "complete" uniform... don't wear it!

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 unpaid professionals (a.k.a. volunteers,) the possession and wear of the Auxiliary uniform by Auxiliarists should be a matter of personal pride."

Honor: "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: "Uniform cleanliness, completeness, fit, and personal grooming shall reflect the pride of that representation."

Support: "Assist other Auxiliarists in developing proper habits of personal appearance, hygiene, and grooming when wearing the uniform."

"Elected and appointed leaders are expected to wear the uniform properly to set an example for others."

COMO Smith reminded me of a comment made by a past DIRAUX CMDR. Sumrok that still rings true today and bears considerable thought by all... "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 includes "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!

PROPER UNIFORM WEAR...Continued

Remember when we were sworn in as new members, we all took the “Member Pledge”... That Pledge included 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 us repeat this phrase: Wear uniform neatly and correctly ... something each of us swore to do!

So, I believe I’ve answered the “why” of proper uniform wear. You may have questions and are asking, “How” do I find out more? Well, there are numerous resources for determining how ... and when ... to wear the prescribed uniform properly. Is that a redundancy? ... No! Knowing when to wear which uniform is very important as well. Where does one find all of the answers? ... in the AUXILIARY MANUAL Chapter 10 at

<https://www.uscg.mil/Portals/0/OurOrganization/auxiliary/publications/AUXMAN.pdf?ver=2017-07-02-093004-213>

In addition to the AUX-MANUAL, there are also numerous PowerPoint presentations available including the ODU presentation sent to all D11N members in early February requesting that each of you personally review the content and have Flotilla discussions around the topic.

The D11N website also includes several PowerPoint presentations available for viewing and/or downloading and can be found by accessing the MEMBER DECK, and clicking on UNIFORMS. These are excellent presentations for training at the Flotilla level. All can easily be presented in about an hour and are great tools for new and ‘more experienced’ members alike!

We have every right to be proud of our 80+ year-old organization and the core values that we hold in such high regard. I urge all members to take pride in not only the tasks we perform for the Coast Guard, but also in the manner in which we do them. The Auxiliary is unique in that we serve alongside active duty and reserve members and we are looked at the same way when in uniform. We are the face of the Coast Guard in many situations and it is our duty to present our service in the best and most professional way possible.

Thank you for being a member of the United States Coast Guard Auxiliary. I hope to see you at a future Auxiliary event proudly wearing the uniform neatly and correctly!

As a closing note, I’d like to thank COMO Wally Smith for providing valued content for this article.

Semper Paratus,
Dean McFarren, D11N – Chief of Staff



Ready to Communicate; Ready to Recruit

Two Purposes, One Great Tool...

By Jim Losi

What has six wheels, six radios, four work stations, two diesel auxiliary generators, a galley with mini refrigerator, a coffee maker, eleven Auxiliary recruiting posters, is thirty four feet long and is ready for your Division to use? The answer is your District 11 NR Auxiliary Communications Vehicle or ACV and now your Auxiliary Recruiting Vehicle or ARV! It's one vehicle with multiple purposes.

Didn't know our District had such an asset, well we do and it is available for your Division and/or Flotilla to use for your various communication events and your recruiting events, aka Public Affairs events.



Left: Figure 1 - Larry Stanton & Kevin Sellstrom happy and working on new radio installations. Center: ACV/ARV Unveiling at January PCA Fair - Right: Peter Todebush happy with his Swiffer and cleaning the ACV/ARV.

A few years back when Rich Thomas was our District Commodore, he worked with a team of Auxiliary members to accept the mighty generous donation of a thirty four foot RV to our District. Upon receiving the gift, COMO Thomas and team set upon the task of converting the RV into an Auxiliary Communications Vehicle or "ACV" as it has been affectionately referred to. It was outfitted with some radios and then purposed to be utilized as the primary communications vehicle for selected events like our annual Bay Area Fleet Week and various Divisional OPTREXs.

As we started 2019 with a new Commodore, Mary Kirkwood put a challenge to us to expand the usage of the ACV. She commented, "The ACV is an incredible tool and resource and we should make use of it and expand its purpose." Being a team of people who never shies away from such challenges, we started the process of thinking about ways to make greater use of the ACV and expand its purpose. In the same District meeting when DNACO-OP Smith and COMO Kirkwood put forth the ACV challenge, she challenged us further to dramatically ramp up our District wide recruiting efforts.

So in true District 11NR Auxiliary Fashion, we assembled a team of members who rallied around this challenge of expanding the usage and purpose of the ACV. That team consisted of Michael Thompson, Peter Todebush, Larry Stanton, Kevin Sellstrom, Doug Manifold, Roger Bazeley, David Wright, Wally Smith, Tony Zocchi and yours truly.

After a couple of weeks of organic and creative discussions, etc., one of the team members asked, “How about using the ACV as a recruiting platform and merchandise it in such a way that it attracts prospective members?” Finally the Auxiliary Recruiting Vehicle or ARV was born! Consequently in December, the team set about the arduous task of cleaning, merchandising and further outfitting the ACV so that it could function as an ARV as well. The team created a phased approach to work. Phase 1 consisted of a thorough cleaning of the ACV/ARV from stem to stern.

That took quite a bit of manpower and hours. The second phase consisted of upgrading the communications equipment to include the installation of two new radios. That also took quite a bit of manpower, technical skills and hours to complete the job in an incredibly professional manner. The last phase consisted of assembling all of the merchandising materials required to turn the ACV into an ARV and have it look like a world-class recruiting platform.

Our goal was to unveil the ACV/ARV during the PCA fair weekend on January 18th and 19th. We wanted to promote the ACV/ARV as a multi-purpose vehicle that can be used both as a communications platform for various events and introduce its new function as a platform and a venue for recruiting new members to the District 11NR Auxiliary.

In order to make this goal happen, the team assembled on Friday, January 17 when the team cleaned and prepped the ACV/ARV for its initial unveiling the very next day. The team then moved the ACV/ARV from its location by the credit union on CGI to the parking lot in front of the Point Welcome room. We also did a dry run of how the ACV/ARV would look once completely merchandised. Once we completed the merchandising and it's set up, we stepped back and assessed our work.

Michael Thompson, Tony Zocchi, David Wright and I looked at each other and we knew we had a winner. The very next morning as Auxiliary members arrived for their PCA weekend of training, they were initially greeted in the parking lot with a newly purposed ACV/ARV. The reaction of the members and the various comments made all the hard work of the prior 90 days well worth it. Upon the conclusion of the PCA fair weekend, we sent out an email announcing the ACV/ARV and its various purposes, how to use it and how to reserve it for future divisional communications, recruiting and public affairs events.

If you're interested in using the ACV/ARV then please use this ACV/ARV Request Form. Please complete the form and forward it to your respective district captain for processing. Mike Thompson is the auxiliary leader who is responsible for coordinating usage of the combined a ACV/ARV. He will make certain that you have the necessary drivers who are qualified and trained to drive the ACV/ ARV delivered to your event and returned from your event. We are working on a budget driven by our District Chief of Staff Dean McFarren, which will allow the District to allocate funds for fuel for the ACV/ARV thus not burdening the Divisions with the cost of fuel.

The only thing we ask is that if you do decide to create an event in which you use the ACV/ARV that it be a rather robust event where there would be a significant amount of traffic of prospective members considering becoming District 11 North Auxiliary members. We already have three Divisions who have requested the ACV/ARV for upcoming future events. If you need assistance in creating events, please rally around your District Captain, Division Commanders and your Flotilla Commander's and craft an event that will make the best usage of this incredible resource.

Former Coastie Joins AUXFS



"My name is Konstantin Yevstratenko, and I was born in Kazakhstan. I grew up in San Diego, and I enlisted in the U.S. Coast Guard after high school to avoid going to college, but after 4 years as an USCG culinary specialist, I ended up in college after all; with the GI Bill financing my bachelors in electronics and computers. I'm also back as part of Team Coast Guard, by serving as a member of the USCG Auxiliary, and as an AUXFS specialist to keep my mind from drowning in school work. While food service is my specialty, I also plan to dive into the aviation area with the Auxiliary AUXAIR program." - K. Yevstratenko



The Demise of Traditional Raster (RNC) Paper Charts – From BOATUS

Soon you will not be able to buy the colorful NOAA paper charts, but technology means you can print your own up to date backup paper charts at a fraction of the price



As long as there have been electronic charts, mariners have been advised to keep a set of backup paper charts just in case the electronics fail. Back in the day, a trip to a store that sold genuine NOAA charts was how you got them — browsing through hundreds of colorful charts and then paying (as much as \$20 or more) for each chart you needed.

Those days are gone or will be soon. NOAA recently announced it will no longer be printing nautical charts, phasing out the service over the next five years. NOAA says it currently makes two kinds of charts that serve the same purpose, and it makes sense to discontinue paper charts and move ahead with only the electronic version.

For years, NOAA has maintained more than 1,000 paper nautical charts in raster form. Raster charts are simply pixelated images, or copies of charts, which could be printed through NOAA's certified print-on-demand (POD) chart agents. It's these raster charts — including the Booklet Charts that many recreational boaters use — that are going to be discontinued by January 2025.

NOAA also produces about 1,200 electronic navigation charts (ENCs) in various scales to plan a voyage or pinpoint an anchorage. ENC charts are vector charts, meaning they're made of digital data, which stores much more detailed information and can be more easily scaled. If you've ever zoomed into an electronic vector chart, you've seen more detail as you focused in on one area — raster charts can't do that. NOAA says ENCs will be remade into a standardized, rectangular gridded layout, increasing the number of charts to about 9,000. Many of the older charts will now be at a larger scale, meaning they'll contain much more detail for mariners.

Starting a couple of years ago, users could use a prototype of the online NOAA Custom Chart application (NCC) that let them make their own charts from the latest NOAA ENC data. That system is being improved as the end of paper charts nears. One of the biggest advantages of ENCs is that they are up to date when you make them. In the past, when you bought paper charts that were even a few weeks old, they needed to be updated by hand with current Local Notice to Mariners, which could be a lot of work, depending on how old the charts were.

While the NCC is operational now, NOAA says improvements are needed to make it a viable replacement for traditional paper nautical charts — hence the five-year plan to sunset traditional raster and paper charts. NOAA says that while there is no timeline for the demise of individual paper/raster charts, new ENC charts will be in their place as they are deleted.

So, what does this mean for you? If you're a fan of getting new traditional paper charts for your navigating, you're soon going to be out of luck. However, you'll be able to use NOAA's NCC to print your own small charts, with the ability to customize area and details to suit your needs, at a fraction of the cost of traditional charts. You'll also be able to buy printed ENC charts from vendors if you don't want to print your own. Now when you want to supplement your chart plotter, it's easier and cheaper than ever.

Visit <https://devgis.charttools.noaa.gov/pod> to try your hand at making your own paper charts. Or visit <https://nauticalcharts.noaa.gov/customer-service/assist/> to make comments to NOAA on what you'd like in its NCC application.



Pre-Patrol Stretches and Warm-up

Andy Koenig, VFC Flotilla 14-04, PT, DPT, MHA, OCS, CSCS

Auxiliary boat crew members have many tasks that need to be accomplished prior to getting underway on a patrol. There is gear to stow, equipment to check, and a Risk Management assessment to develop a GAR score. It is important that Auxiliarists also remember to prepare their most important gear: their bodies.

Before you get underway, take a moment to take an inventory of how your body feels. If you are required on an extended ride out to the dock, your heart rate is probably near resting, so it is not circulating much oxygen to your muscles. Your muscles may be tight, which can limit mobility underway. Your joints might be creaky, limiting comfort of movement. If you jump right on board, you risk cramping up or starting the patrol feeling less than optimal decreasing your performance. You have invested a lot in your training, planning, and preparation, so take a few minutes to prepare your body for the physical nature of a patrol.

Serving on an Auxiliary Facility is a physical activity, especially if the weather deteriorates or the seas are rising. A proper warm-up and stretching routine is important for both enjoyment and safety during patrols. A quick stretching session can boost circulation, lubricate joints and warm up muscles preparing them to work. It will allow you to move around the vessel, handle lines, and stand watch with greater ease and attention. It will prepare your body for any emergency situation that arises like a man-overboard situation or an unexpected towing scenario.

A progressive warm-up gradually increases the heart rate and dilates the blood vessels, which promotes oxygenation of muscle tissue improving performance. Elevated muscle temperature optimizes efficiency and flexibility. A pre-patrol stretch reduces stress on muscles, tendons and joints and increases range of motion reducing the risk of injury.

Before you embark, spend five to 10 minutes with the entire crew to complete a few rounds of the exercises below. Pay attention to how your body feels and focus on any areas that seem tight. Having a crew that is warmed-up and ready to accomplish the physical aspects of the mission will maximize crew effectiveness and efficiency.

Important Note: Before starting any stretching program, check with your doctor about what specific exercises are good for you.

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Pre-Patrol Stretches and Warm-up...Continued



STANDING CALF STRETCH

1. Start by standing in front of a wall, dock piling, or other sturdy object. Step forward with one foot and maintain your toes on both feet to be pointed straight forward. Keep the leg behind you with a straight knee during the stretch.
2. Lean forward towards the wall and support yourself with your arms as you allow your front knee to bend until a gentle stretch is felt along the back of your leg that is most behind you. Hold for 30 seconds and repeat 3 times.
3. Move closer or further away from the wall to control the stretch of the back leg. Also you can adjust the bend of the front knee to control the stretch as well.



STANDING QUAD STRETCH

1. Start by standing in front of a wall, dock piling, or other sturdy object. Step forward with one foot and bend the other leg until you can reach your foot with your hand.
2. Gently lift up on your foot until you feel a stretch in the front of the thigh.
3. Hold for 30 seconds and repeat 3 times on each leg.



STANDING HAMSTRING STRETCH – PROPPED

1. Start by standing and prop your foot of the affected leg against a piling, on a step, or the gunwale. **DO NOT PERFORM UNDERWAY.**
2. Next, slowly lean forward until a stretch is felt behind your knee/thigh. Bend through your hips and not your spine. Hold 30 seconds, then return to starting position and repeat 3 times.



STANDING TRUNK TWISTS

1. Begin with a tall spine while either standing or sitting.
2. Grab on to a piling, sign, or upright support on the facility.
3. Slowly rotate to your right, hold this position for a two count, and return to center.
4. Repeat to the left.
5. Move smoothly and maintain control repeating 10 times to each side



SQUATS - Squats activate all the major muscles and joints of the lower body including the ankles, knees and hips.

1. Begin with your feet slightly wider than shoulder width.
2. Push your hips back while maintaining a flat back
3. Lower your hips as if sitting down, and keep your knees from traveling forward of your toes.
4. Once you reach a comfortable seated position, stand up, pushing your hips forward.



CROSS BODY STRETCH

1. Extend one arm across your body just below your chin.
2. Reach up with the opposite hand and grasp your elbow.
3. Gently pull your arm across your body with the opposite hand. Hold this stretch for 30 seconds and repeat 3 times.



BEHIND THE NECK STRETCH

1. Extend one arm straight overhead.
2. Bend your elbow, and reach down your spine.
3. Grasp the bent elbow with the opposing hand.
4. Gently pull your elbow, and hold this position for 30 seconds.
5. Repeat on the opposite side 3 times.



CHEST STRETCH

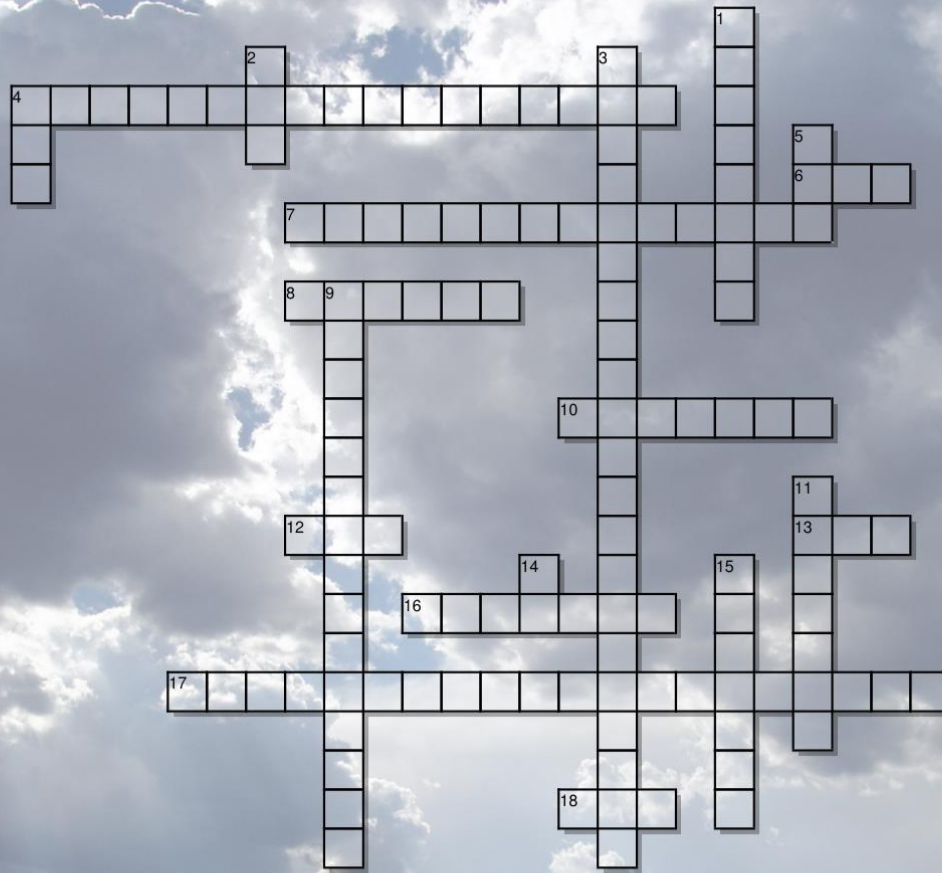
1. Stand in a doorway, near a piling, or holding on to the vessel.
2. Place one arm against the wall and slightly turn your upper body away from the wall.
3. Hold for 30 seconds and repeat 3 times on each side.

Photos: Roger Bazeley AUXPA-1

AUX Fitness Demonstrator and Auxiliary Boat Crew, Dr. Tiffany Townsend MD



USCG Auxiliary Boat Crew



ACROSS

- 4 Do this first before leaving the dock
- 6 Leader of the OPFAC
- 7 Forward hazard identification
- 8 Risk Management Tool
- 10 Important knot
- 12 Search and Rescue
- 13 Order Issuing Authority
- 16 Never allowed while underway
- 17 Orange flag with black circle and square
- 18 Man overboard

DOWN

- 1 5 MPH No Wake Zone
- 2 Work uniform
- 3 PLB
- 4 Personal Protective Equipment
- 5 Repeating commands protocol
- 9 COMDTINST M16790.G
- 11 NAVRULES
- 14 Qualified examiner
- 15 Sound Making Devise

USCG Auxiliary Boat Crew



REMEMBERING

**OUR USCG
AUXILIARISTS WHO
HAVE PASSED OVER
THE BAR.**

PHOTOS: USCG AUXILIARY D11N
DISTRICT COLOR GUARD PRESENTING
COLORS AT MEMORIAL. PROVIDED BY
USCG AUXILIARY PUBLIC AFFAIRS.



U.S. COAST GUARD AUXILIARY

CHAPLAIN SUPPORT PROGRAM

PROVIDED BY LIEUTENANT ERIK NEIDER, USCG D11 CHAPLAIN

The U.S.C.G. Auxiliary Chaplain Support program (ACS) expands religious ministry capacity and capability to better meet the needs of Coast Guard members and other authorized personnel. ACS Chaplains work under the direction of supervisory Coast Guard Chaplains, who, given manpower and geographic limitations, may be prevented or delayed in the timely response to religious ministry requirements. The ACS program is a crucial step in closing this shortfall and providing the best religious ministry support possible for Coast Guard members and their families.

In 2019, ACS Chaplains traveled over 59,000 miles providing nearly 12,000 hours of operational religious ministry support to the Coast Guard in the form of funerals, memorial services, burials at sea, unit training, crisis response, weddings, baptisms and other religious rites, ceremonial support for retirements and changes of command, hospital visits, pastoral counseling, and unit visits ashore and at sea. This is in addition to 15,000 hours of "stand-by" support. There are currently 33 approved ACS Chaplains supporting the Coast Guard. This is expected to increase to 50 in 2020.

Eligibility requirements for the ACS correspond to the requirements for DOD military chaplains in terms of education, experience, and ecclesiastical endorsement. Affiliation with the USCG Auxiliary is required.

**FOR MORE INFORMATION, PLEASE CONTACT THE
OFFICE OF THE CHAPLAIN OF THE COAST GUARD AT:
AUXCLERGYUPPORT@USCG.MIL**



AUXILIARY PROGRAMS

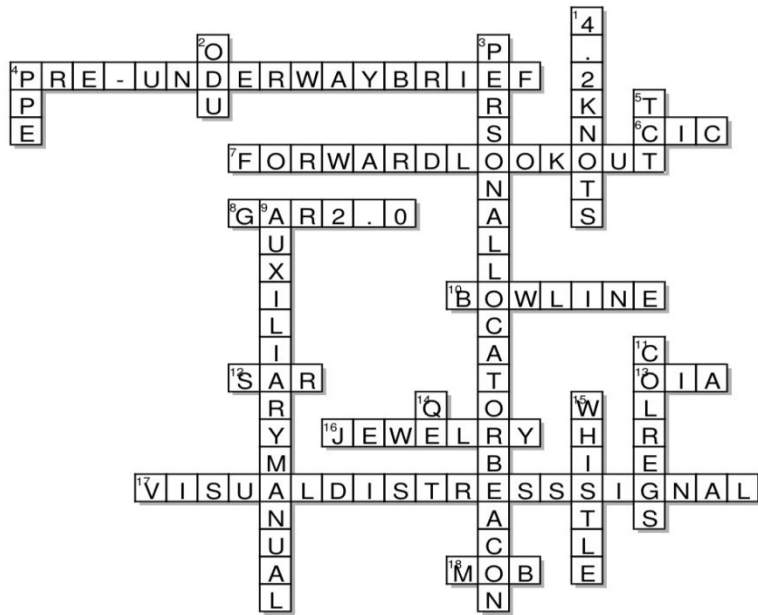
The USCG Auxiliary has a wide variety of programs in which members may participate and make a real difference by serving, supporting, and augmenting the USCG and Auxiliary; as part of America's "TEAM COAST GUARD".



Below are some of our special programs:

- **MARINE SAFETY (MS) and ENVIRONMENTAL SAFETY**
Qualified Auxiliarists and their facilities assist with USCG marine safety and environmental protection.
- **PUBLIC AFFAIRS SUPPORT (PA)**
Auxiliarists are authorized upon qualifying as a Public Affairs Specialist to support both Coast Guard and Auxiliary Public Affairs including publications.
- **PUBLIC EDUCATION (PE)**
The Education Department's mission is twofold: to provide exceptional boating safety education to American boaters with the aim of reducing loss of life, personal injury and property damage to recreational boaters; and to deliver the highest possible quality training, resources and publications for our Public Education and instructors.
- **RBS PROGRAM VISITATION (PV)**
The RBS Program Visitation's intent is to save lives and property by providing marine related businesses with the most current boating safety information for boaters. Marine businesses customers will be able to obtain the most up-to-date boating safety literature and information on Auxiliary Vessel Safety Exams and Public Education boating courses.
- **FOOD SERVICE SPECIALIST (FS)**
Auxiliarists' augment and support active duty food service in galleys, aboard cutters and during special events.
- **AUX Air Aviation Program – (SAR) Search and Rescue Patrol Missions** as a USCG Auxiliary qualified Pilot, Co-Pilot or Air Observer in AUX Facility.
- **RECRUITING PROGRAM**
Auxiliarists may qualify and be assigned to duty as military recruiters to support the USCG's recruiting program. This assignment includes qualification as a military recruiter, proctoring recruiting examinations, and administrative assistance to recruiting offices and for screening applicants for the USCG Academy.
- **AUGMENTING USCG**
There are many diverse areas available in augmenting the USCG from Marine Safety and the AUXFS program to Public Affairs. Augmenting assignments are coordinated by your Auxiliary Sector Coordinator (ASC) or Auxiliary Unit Coordinator (AUC) to determine relevant qualifications.

USCG Auxiliary Boat Crew



USCG Station Golden Gate - Auxiliary Public Affairs "Coastie" Educator Ferguson interacts with child as "Coastie" talks. 2019 National Education Award Winner, Photo: Roger Bazeley AUXPA1