

# NORTHWIND

USCG Auxiliary District 11 North Quarterly Newsletter, 3rd Quarter July-September + October 2022



Auxiliary patrol facility *SeaHorse* maintains Fleet Week 2022 'Parade of Ships' safety zone. 10.7.22 R. Bazeley

Q3  
2022

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**Cover Photo: Auxiliary Patrol facility *Seahorse***  
maintains Fleet Week 2022 Parade of Ships safety zone  
10.7.2022 *Photo: Roger Bazeley AUXPA1*

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**WANTED ASAP -- NORTHWIND articles of 450-1,200 words with quality 3 MB-10 MB captioned photographs for Q-4 NORTHWIND issue by December 1, 2022.** Please mail articles in 12 point word copy with separate photo JPEG files and word AP style captions that note the event or activity, who, where, when, and with complete author and photographer credit, flotilla number, and related qualification, FC, AUXPA1, etc.

Please contact Roger Bazeley at [Roger.Bazeley@comcast.net](mailto:Roger.Bazeley@comcast.net) for publishing inquires, mailing articles, and photos.



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**Website:** <http://d11nuscgaux.info>



# ABOUT THE AUXILIARY

**This is who we are and what we do.**



The United States Coast Guard Auxiliary (USCGAUX) is the uniformed auxiliary service of the United States Coast Guard (USCG). The Auxiliary exists to support all USCG missions except roles that require "direct" law enforcement or military engagement. As of 2019, there were approximately 24,000 members of the U.S. Coast Guard Auxiliary.

Established by Congress in 1939 the United States Coast Guard Auxiliary motto is *Semper Paratus* (Always Ready). We invite you to learn more about who and what we do as members of TEAM COAST GUARD.

## The Auxiliary areas of operation:

- Recreational Boating Safety and Education
- Public Affairs, Publications, Public Outreach
- Safety and Security Patrols – Ports/Waterways
- Search and Rescue Mission Support
- Culinary Assistance for USCG events and ships
- Mass Casualty and Disaster Assistance
- Pollution Response, Marine Safety Patrols
- Commercial Fishing and Vessel Safety Checks
- Platforms for USCG Training – Helicopter OPS
- Recruitment for Coast Guard Auxiliary & USCG



In addition to the above, the U.S. Coast Guard Auxiliary operates in any mission as directed by the Commandant of the U.S. Coast Guard or Secretary of Homeland Security. Our mission is to promote and improve Recreational Boating Safety, to provide trained crews and facilities to augment the Coast Guard and enhance safety and security of our ports, waterways, and coastal regions, and to support Coast Guard operational, administrative, and logistical requirements.

# 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 AUXPA1 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.
- **CULINARY ASSISTANCE (CA)** Auxiliarists' augment and support active duty food service in galleys, aboard cutters and during special events.
- **Aviation Program (AUXAIR)** Search and Rescue (SAR) Patrol Missions as a USCG Auxiliary qualified Pilot, Co-Pilot or Air Observer in AUX Facility.
- **RECRUITING PROGRAM (AUP)** 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, aboard cutter deployment for Auxiliary Interpreters and the AUXCA program to Public Affairs. Augmenting assignments are coordinated by your Auxiliary Sector Coordinator (ASC) or Auxiliary Unit Coordinator (AUC) to determine relevant qualifications.

## District Commodore Q3 2022 DCO CORNER

*Ahoy D11N Shipmates,*

*I hope you are all doing well and are getting ready for the holiday season*

### ***So, what's happened in the past three months?***

The second half of 2022 started with more and more members rejoining the Aux workforce and contributing to the safety of the boating public. The second half of the year was also the OPTREX season. We saw Divisions 01, 05, 06, 07, 10, and 12 holding single or multi-day training events and several two-Boat "mini-OPTREX" events held locally to give our members multiple opportunities to requalify or initially qualify as boat crew or coxswain. A majority of our surface crews have completed their re-qualification, and it is exciting to see so many new members qualifying for the first time. Of the 197 total crew & coxswains that are listed in AUX-DATA 2, however, 44 (or 22%) are in REYR/REWK status as of the end of September 2022. So, if you are a boat crewperson or coxswain and will not be seeking re-qualification, please let our DSO-OP COMO Wally Smith know as soon as possible so that our records are kept accurate.

We were also incredibly busy in our Marine Safety role as the MS team led by DSO-MS Joseph Chavoen continued to train our members in marine safety qualifications, MSAM and MEES. We are also revitalizing the *Uninspected Passenger Vessel Examination (UPV)* program for "for-hire" vessels carrying six passengers or less. The MS team has also been busy inspecting Commercial Fishing Vessels and is getting ready to head to the coast in preparation for *Operation Safe Crab* in November. Lastly, a grassroots program, developing partnerships with cities to participate in and conduct beach and shoreline clean-up events, has been started by Flotilla 12-91 FSO-MS Morgan Swigget. These clean-up events are a great way to give back to the community and increase the exposure of the Auxiliary to locals. Who knows, you may be working alongside someone who would enjoy being a member of the Auxiliary.

Our District held our first in-person PCA Fair on 17-18 September, and it was a fantastic event! One hundred fifty members and guests met at Base Alameda for an event-filled weekend. Thirty-six classes of many subjects were offered, including a new member workshop, various authorized program introductions, qualification classes, Fleet Week shore side duties class, Chart and PATON updating class, along with opportunities to take proctored tests for AUXOP. The AUX-CA Chefs also provided a wonderful surf and turf dinner on Saturday evening, which was enjoyed by many.

We also held our September District Board & Staff meeting during PCA weekend. We elected our next cadre of District leaders: Curtis Han (current DCOS), as our 2023-24 District Commodore. Jim Losi (current DSO-HR and PCA President), as District Chief of Staff, also for a two-year term 2023-24; and Chuck Cobery, COMO Dale Fajardo, and Randy McCormick, as District Captains for 2023. Congratulations to the incoming EXCOM. I also want to pass on a heartfelt Bravo Zulu to Alan Stanton, Bruce Martin, Lew Derfuss, Mike Brown, and Bill Hale for putting their hat in the ring and answering the call to run for elected leadership. Even though you were not elected, you are still leaders in the Auxiliary.

We capped off the third quarter and the unofficial end of boating season with Fleet Week and the Blue Angels airshow. What an amazing treat, and the unpredictable San Francisco Bay weather almost held out all weekend. We mustered seven *Auxiliary Facilities* AUXFACs with 28 crewmembers that provided on-water security to keep mariners clear of low-altitude air activities. AUXFACs provided several "tarp boats" to ensure the F-18 pilots had reference points to conduct their aerobatics. Additionally, we had nine TCOs staffing two communications vehicles to monitor Auxiliary activities and coordinate with the many other agencies working the airshow. Thank you to all that participated in this annual event.

## District Commodore Dean McFarren Q3 2022 DCO CORNER

### *What is happening now?*

As the Coast Guard closes out the fiscal year of 2022 and we enter Fiscal Year 2023, we are operating under a “Continuing Resolution” financial budget where Congress has only authorized funding through December 16, 2022. This funding obstacle, is coupled with the new *Coast Guard Financial Management System*, leaves some of our members with lingering questions about requesting authorized reimbursable orders. The short answer is that DIRAUX is only receiving a portion of our normal funding. The *Order Issuing Authority (OIA)* reviews all requests for orders to determine if the requested mission is in line with short-term objectives. If not, the request for orders will be denied or postponed. This budget hiccup is short-term and should be resolved in 2023. I encourage everyone to be patient.

As we inch closer to the end of boating season and enter into what our Utah shipmates call the “hard-water” time of year, we still have a lot of year-round activities to keep us busy. Public Affairs, Public Education, ongoing Coast Guard crew augmentation and support, and community outreach are a few of these activities. If your AUXFAC is on the trailer or in the hangar, this might be the perfect time to start your inspection and maintenance routine.

However, if you’re still on the water for an authorized mission, please be aware that most inland lakes and rivers are at historic low water levels, making it dangerous for the public and ourselves. Please take the proper precautions, include “low water” in your pre-mission briefing, and avoid areas where underwater obstacles may lurk. If you’re operating on the coast, please keep a weather eye on the horizon and be mindful of winter storms and increased sea state. Don’t become a SAR case!

We’re also in the middle of the election season for our Divisions and Flotillas. I remain encouraged and appreciative to see so many of our members stepping into Leadership roles and responsibilities. Volunteering and participating as an elected and appointed leader embodies one of the main reasons we joined the Auxiliary: *Devotion to Duty*. You will find that serving others gives a lot of personal satisfaction and is the glue that binds us together. Even if you’re not running for office, please make sure you participate in your Flotilla elections, whether it is in person or electronically. We have an obligation to each other to make sure we meet a quorum and can elect our officers at all levels.

For those who have thought of entering the Auxiliary leadership tract, I encourage you to make your thoughts known now to your current or incoming elected or appointed leadership and start the succession planning process to prepare you for your next step.

Speaking of serving, I like to keep everyone up to date on our Request for Forces program partnership with USCG units in our AOR. To date, we’ve placed Auxiliarists in roles to fill 44 of the 70 requests for assistance (with four more in the process) we have received since the inception of the program back in Q3-2020. Some of these requests are truly exciting and offer once-in-a-lifetime opportunities. For example, our most recent request is for a *Behavioral Health Professional* to deploy on the Polar Star for their annual trip to Antarctica! That’s pretty amazing. Flotilla 12-91’s Virginia Luchetti is in the pipeline, going through the pre-work and vetting process. For those who don’t know, the RFF program goal is to foster collaboration between Active-Duty units and Auxiliary personnel. We have successfully placed Auxiliary members in many non-traditional Aux roles across the District. If you want to find out more about the available positions, please talk to your Flotilla Commander, unit AUC, or DCOS Han for current and potential opportunities.

## District Commodore Q3 2022 DCO CORNER

### *What is coming up?*

*Change of Watch* (COW) season is on the horizon, and I'm looking forward to attending as many Division *Change of Watch* ceremonies as possible. These past two years have been tough as we maneuvered through the COVID-19 pandemic. A *Change of Watch* is a wonderful way to recognize outgoing and incoming leaders, acknowledge the fine work everyone is doing, and spend quality time with shipmates. I hope that you attend your local Flotilla and Division events.

DCO (e) Curtis Han and the Member Training team led by Ann Zocchi have started planning our upcoming *Elected Officer Training* that will be held virtually in December and in person at our January PCA fair. Session 1 will be held virtually on our *GoToMeeting* or *Zoom* platform on Thursday, December 8, 2022, and will focus on topics and tasks that Flotilla and Division Commanders need to complete before the end of the year. Session 2 will be held in person, focusing more on leadership and strategy. I encourage all new and returning Flotilla AND Division elected officers and any aspiring leaders to attend these training sessions. There is a lot of information you should be familiar with, and having this knowledge will make it easier for you going forward.

Before closing, I'd like to take a moment to discuss continuing membership in the Auxiliary. Though we are doing an incredible job of recruiting (105 new members through September 30, 2022), we have seen Auxiliary membership numbers fall in our District and across the nation for the last several years, especially during the past two years with COVID. I urge those members that are "*on the fence*" or have possibly decided to end their tenure in our great organization at the end of the year to pause for a moment and re-think their decision. These past two years have been difficult and may have left you wondering about your role in our Auxiliary and whether your time would be spent better somewhere else? I submit that your services and dedication are needed now more than ever as we emerge from this dark time in history. The people in our communities are returning to normal life and are looking to us to play an active role in maritime safety and environmental stewardship.

The Coast Guard is also looking to us to assist and augment their members as they return to their full mission set. Right now, we are in the unique position to expand our services and utilize the diverse background and talents we have acquired over the years to make our communities and country a better place. If you haven't done so already, I ask you to please reach out to your Flotilla Commander and let them know you will be staying on. Volunteerism is good for the soul, mind, and body.

I want to take a moment to remember three of our Auxiliary family that passed over the bar in the third quarter of 2022. All were dedicated Auxiliarists that made lasting contributions to our District: Chris Jewell (FL 08-07), James Snyder (FL 03-05), and Roseann Fox (FL 03-01). We grant all, "*fair winds and following seas*".

Please have a wonderful upcoming Holiday Season, continue to stay safe, and remain *Semper Paratus*.

V/R

COMO Dean McFarren, DCO



# AUXILIARY FOUR CORNOR STONES

## **Member Services**

The Auxiliary will "attract, recruit, develop, train, nurture, and retain Auxiliarists for assignment to duty. Auxiliarists are trained to accomplish specific [Aux] missions... and to support collateral Coast Guard missions... Related to the recruitment of Auxiliarists is the acquisition of offer-for-use surface, air, and radio facilities. These facilities are used in... accomplishing assigned Coast Guard missions."

## **Recreational Boating Safety (RBS)**

The Auxiliary will "improve the knowledge, safety skills, and operating environment of recreational boaters", accomplished via,

- Public Education (PE)
- Vessel Examinations (VE)
- Distribution of RBS literature and information to the boating public, and via the RBS Visitation Program (RBSVP)
- Liaison for the purposes of enhancing RBS and the images of the Coast Guard and the Aux in RBS environs



## **Operations and Marine Safety (OMS)**

"The Auxiliary has general mission responsibility for providing resources, personnel, and facilities in support of the operations and marine safety, security, and environmental protection missions, and in support of other Coast Guard missions, when requested. These include but are not limited to"... Operations (OP), Aviation (AV) Communications (CM), Marine Safety (MS), Navigation Systems (NS), Public Affairs (PA) and Food Services (FS).

## **Fellowship**

" Fellowship remains an essential ingredient in making any organization of volunteers successful. The Coast Guard recognizes the importance of this aspect of volunteer participation and encourages a close relationship between Auxiliarists and other CG personnel."







# Auxiliary Culinary Assistance

The Auxiliary Culinary Assistance (AUXCA) program enhances Coast Guard and Coast Guard Auxiliary mission readiness, effectiveness, and execution by:



- Promoting and providing culinary assistance to Coast Guard units (on land and at sea) and to Auxiliary units.
- Supporting the Coast Guard National Strategic Plan.
- Training and maintaining a high degree of proficiency to support the CG and the Auxiliary.

AUXCA Specialists are trained by certified AUXCA Instructors or USCG Active-Duty Culinary Specialists II and above, using Coast Guard Approved AUXCA Program guides. Hands-on learning follows classroom training and a Personnel Qualification Standard is completed within one year of training. Additional requirements may be necessary based on the competency desired.

*District Eleven North Culinary Assistance Team left to right includes Tommy Holtzman, Linda Haynes, and Nancy Holtzman with USCG chef approval. Photo: Roger Bazeley*



# *San Francisco's* **FLEET WEEK 2022**

*Roger Bazeley AUXPA1*

Taking place over three consecutive days in the skies above the City's waterfront, this event attracts over a million people from around the Bay. Featuring the United States Navy Blue Angels, the Air Force's F-22 Raptor, the Patriots Aerobatic Team, and a United Airlines 777. Throughout Fleet Week, thousands of visitors climb aboard the USS Harpers Ferry LSD-49, destroyers and frigates, USCG cutters and cruisers docked along the Embarcadero to get a glimpse into the day-to-day lives of the sailors serving in the U.S. Navy, U.S. Coast Guard and Australian Navy.



**USN Blue Angles – F18 Hornets Flyby** Photo: Roger Bazeley

The U.S. Navy Blue Angels flew again as in past years in the 2022 San Francisco Fleet Week celebration of military power which featured 3 days of airshows, which included: a *United Airlines* Boeing 777 airliner flying maneuvers, U.S. Coast Guard rescue demonstrations, Navy ship tours, live music; starting with the Saturday parade of ships underneath the Golden Gate Bridge. The parade of ships was held Friday morning. The main Blue Angles air shows were on Friday, Saturday and Sunday. Fast moving marine marine layer of fog shut down the final Blue Angles airshow on Sunday 10/9/2022. Our Coast Guard Auxiliary was out on the water in Auxiliary facilities including *Silver Charm*, *Sea Horse*, and *Shady Ladies* maintaining the fly zone safety designated area along San Francisco.

## San Francisco Fleet Week 2022 Photo Views



*Photo: Roger Bazeley*

### U.S. Navy Blue Angels, F-18 Super Hornets



*Photos: Roger Bazeley*

***Left: USN Blue Angels over Alcatraz - Right: USS ZUMWALT 2021 newest US Navy Guided Missile Destroyer passes stern of Liberty ship US Jeremiah O'Brien***

# San Francisco Fleet Week 2022 Photo Views – Parade of Ships



**SFFD Fire boat Saint Francis**



**USS Princeton (CG 59)**



**USS Fitzgerald DDG 62**



**USS Princeton (CG 59)**



**USS Harpers Ferry LSD 42**



**USCGC Terrell Horne (WPC - 1131)**



**USS Fitzgerald DDG 62**



**Photos: Roger Bazeley AUXPA1**



# San Francisco Fleet Week 2022 Photo Views

Auxiliary Facilities *Sea Horse* and *Silver Charm* photos by *Bernard Zee*



Peter Shamray the Coxswain of *Sea Horse* at the helm. Commodore Mary Kirkwood is standing stern watch.

*Sea Horse* with yellow Target Tarp



Crew Member Peter Gorenberg



Crew Member Lou Sarto



*Silver Charm*, Gwen Hammer waves



# San Francisco Fleet Week 2022 Photo Views

Auxiliary Facilities *Shady Ladies* and Air Show photos by *Bernard Zee*



*Blue Angeles HC 130 'Fat Albert'*



*US Navy Trainer Jet*



*Auxiliary Facility Shady Lady Fleet Week Crew*



*Auxiliary Facility Aquamarine*



*Navy F35*



©Bernard Zee



©Bernard Zee



*Patrolling the Foggy West-end of SF Fleet Week's Blue Angeles Safety Fly Zone on October 9<sup>th</sup>, 2022 photo by Gwen Hammer*

## ***“One Picture is Worth a Thousand Words”*** *Ref: Fred R. Banard*

*By Gwen Hammer*

Each year, the coolest photos from the Fleet Week air show by Auxiliarists grace *Northwind*. This year, I share one of the photos I took, which should be included as part of the history of the Auxiliary's participation in Fleet Week 2022. Why this particular photo? The photo shows the area between Auxiliary Facility AUXFAC *Silver Charm's* on the East of the Golden Gate Bridge, with NO boats approaching the airshow's Western perimeter safety zone; something I have never seen in all my years of participating in San Francisco's Fleet Week.

So, what happened this year? I was out both Saturday and Sunday on AUXFAC *Silver Charm*. We sat in the fog most of Saturday's at the west end of the safety zone perimeter box. Our Captain, Terry Blanchard, and the crew (Steve Guttman, Ken Louie, and Gwen Hammer) patiently waited for something to happen. Normally, I'm on the deck maintaining a watchful eye, and when I see a boater starting to breach the zone, I call out to my captain. The engines of whatever boat I'm on leap into action, bringing me within calling distance to politely wave and inform the captains of their vessels to pull back. But this year, nothing! I spent most of the day looking at the waters on either stern or forward watch instead of herding boaters!



One lone boater came by early in the day to ask, "Where was the best area to view the show?" The boat crew, Steve Guttman, informed the boater they might want to go toward the east end of the box for a better view. After the boater left, we congratulated Steve on a well-done job; there was one less boat to watch. Little did we know that was the only boat we assisted for the rest of the day? The west end waters remained empty of boaters.

We had fun guessing if we thought we heard a plane going overhead. Once in a while, when we heard the sound of an airplane engine, we would guess whether it was HC-130 *Fat Albert*, *United Airlines 777*, or the *Patriots* aerobatic team. We couldn't see anything! Ken Louis, a pilot, could distinguish the different engine sounds of the different aircraft. He informed us eventually of the F-35-Cs flying overhead. It was good to know that the air show was progressing because we were clueless. Shortly afterward, we heard what had to be the sporadic sound of the Blue Angels' F-18 Super Hornets, and we knew our day was coming to an end.

On Sunday, Auxiliary Facility AUXFAC *Silver Charm's* slightly different crew (Arne Gelb, Michael Brown, and Gwen Hammer) only had two vessels approach; a fishing boat, unaware that an air show was happening, and a sailboat, also headed for the "box." Auxiliary Facility AUXFC *Silver Charm* roared into action, and we directed the captains with their boats safely away from the airshow's perimeter box.

And then it happened! For one brief moment, we saw one lone Blue Angel when the foggy skies slightly parted. We jumped up and down and hollered as if we had never seen an airplane! One of the crew, Arne Gelb, grabbed his iPhone, hoping to get at least one photo. The rest of us enjoyed teasing him that he had missed his one opportunity. We were correct because that lone Blue Angel did not appear again. We heard the Blue Angel's airshow cancelation on the radio fifteen minutes later due to the fog!

I served as a boat crew on at least eight different Auxiliary facilities multiple times during many San Francisco Fleet Weeks. Each year I enjoy the hustle of maintaining the airshow safety zone perimeter "box" in all directions, including being on the coveted TARP boat. This year was the first year there were no boaters within the Golden Gate west-end perimeter of the safety zone box, on the two most popular days of the air show.

///



San Francisco Fleet Week 2022  
AUXFAC *Silver Charm* and Crew

Commodore Mary Kirkwood  
aboard Auxiliary Facility *Sea Horse*  
exchanging communications with  
Auxiliary facility *Silver Charm* and  
crew members Gwen Hammer,  
Arne Gelb, Michael Brown and  
vessel coxswain and owner Terri  
Blanchard on Sunday 10/9/2022.  
Photo by Louis Sarto USCGAUX



# ***MENTORING THE AUXILIARY***

**Ron Darcy ADSO-AVT AUXAIR SQUADRON 11NR**

Mentoring in the military has become a hot topic in recent years. Why has mentoring so captured military attention? Professors W. Brad Johnson and Gene R. Anderson explore this focus in, "Formal Mentoring in the U.S. Military," a portion which appeared in the April 2009 U.S. Naval Institute *Proceedings*. Fundamentally, and particularly for the Auxiliary, mentoring works to speed enrollment and understand unfamiliar steps of the membership process.

Directing new and prospective members to the [Auxiliary homepage](#) to navigate into the unknown can be confusing and overwhelming, leaving them alone to explore new and unfamiliar territory. This method of onboarding may lose the interest of potential Auxiliarists and not our best option. It is essential that new members be paired with individuals genuinely interested in their introduction to the Auxiliary, taking every possible step to ensure questions are answered and needs are taken care of.

Mentoring ensures going through the phases of training and engagement required to advance through the Auxiliary. The mentor shall be a qualified Auxiliarist who is engaged in the introduction, early training and progression through qualifications for a new member just entering the flotilla. This veteran of the flotilla will continue to guide the mentee as needed throughout membership in the Auxiliary.

At its base level, the opportunity to mentor begins when a member introduces the Auxiliary and its essential missions to the newcomer. It could be the flotilla commander, human resources officer, member training officer, explaining the Coast Guard Auxiliary to a friend.

Mentoring fosters success, instills confidence, promotes competence, reduces stress, supports a positive attitude toward meeting goals and expectations, and prepares a new member for leadership opportunities in the flotilla. The mentoring process positively correlates with improved performance, Auxiliary retention, and the quality of interpersonal relationships. The positive effects of mentoring are pervasive and consistent. Successfully accomplished, one day your mentee will facilitate onboarding for future prospective members.

Best accomplished, the mentoring process shall be organized and continued throughout service in the Coast Guard Auxiliary. The mentoring program should assist new members through the core training required for Basically Qualified (BQ) status, with orientation to in-person and online classroom training options. The new member's progress shall also be monitored by the member training officer, who is available to assist with educational development. Guiding a new member through Auxiliary training is best accomplished through developing a uniform approach at the flotilla level.

### ***Guidelines for Mentoring: Discovering the expert in you!***

#### **Provide Clear Information**

Mentors provide information by sharing experiences, knowledge and wisdom with the person being mentored. This helps others understand and relate to situations and think of ways to solve problems. Problem solving is a real-time activity, particularly when on the water, in the air, or in public-facing Auxiliary duties. Information promotes understanding, helping people relate to situations and think of ways to solve problems. Prospective members benefit from and appreciate being assigned a mentor from the very beginning.

#### **Build a support group**

Establishing a team approach to mentoring spreads the workload among the leadership, engaging members of various levels to participate in the mentorship program. Establish a team of flotilla mentors who are willing to provide direction and guidance to help new members meet their goals. Prospective members may benefit from support at multiple levels, including educational, professional, interpersonal, physical training, and sometimes emotional support. The mentor should have resources available for assistance with all aspects of new member assistance.

#### **Reach their full potential**

Mentors must challenge and push their mentees to achieve their best and strive to go above and beyond what is expected. A good mentor fosters curiosity and creativity. Reaching greater potential benefits the mentee, as well as Team Coast Guard.

#### **Set Goals**

A mentoring program shall set realistic goals and set a manageable timeline for those goals. The flotilla should already have in place an operational mission statement describing these goals and objectives. As goals are accomplished, the mentor shall congratulate a new member's successes and share these accomplishments with the flotilla. Such activities encourage new members to achieve more and may stimulate other members to become more active.

#### **Be a Role Model**

The Auxiliary mentor should model ideal traits to instill in mentees. Mentors shall lead by example, using their own life, career and Auxiliary experiences as resources. Mentors shall guide new members toward success by both instructing and demonstrating proper procedures, protocols and requirements of Auxiliary service. Mentoring in the Coast Guard Auxiliary begins at the flotilla level. Organizing a standardized mentorship program will help recruit new members while encourage their engagement, satisfaction, and continued participation. ///



## 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.

In 2019 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 2020 preceding the past two SF Fleet Weeks the AVC has become an important asset to coordinate and communicate with Auxiliary Patrol Facilities maintaining and keeping the Airshow safety zone free of recreational boating intrusions as well as coordinating with the USCG Vessel Traffic Control Center.

# AUXILIARY AVIATION TEAM COAST GUARD



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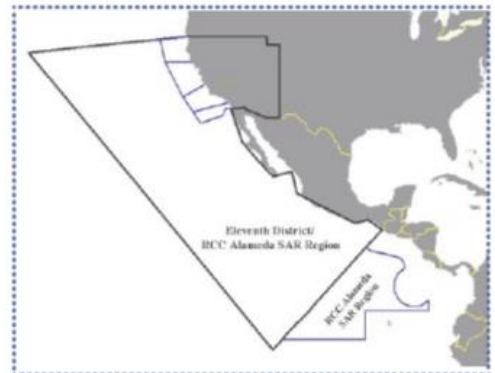
# Coast Guard Air Station San Francisco Interagency Day

Tiffany Townsend, National Editorial Staff

Photos by Tiffany Townsend and Pete Gorenberg.

SAN FRANCISCO – Northern California search and rescue teams met for Interagency Day at U.S. Coast Guard Air Station San Francisco on Friday, March 18, 2022, enhancing and promoting team coordination. Local first responders included members of the Coast Guard, Navy, Army, FBI, Secret Service, police and fire units, Department of Homeland Security explosive detection K-9 teams, and Auxiliary surface and air operational crewmembers.

Through the Alameda Rescue Coordination Center, the Eleventh Coast Guard District Area of Responsibility encompasses the states of California, Arizona, Nevada, Utah, and offshore waters extending over one thousand miles from the coast and as far south as Ecuador. Coast Guard units include three rotary-wing air stations, one forward operating base, and one fixed-wing air station.



U.S. Coast Guard District 11 Response-Division/SAR Area of Responsibility (AOR) chart.

A majority of SAR activity for fiscal year 2021 (Table 1) occurred in the San Francisco Bay.

The Area of Responsibility of Coast Guard Sector San Francisco is significantly supported by the Auxiliary as a force multiplier.

Civilian Employees:..... 43  
 Officers:.....74  
 Reserve:.....163  
 Enlisted:.....532  
 Auxiliary:.....1,568

Table 1. U.S. Coast Guard Eleventh District 2021 search and rescue activity

| Coast Guard Operational Facility  | Cases | Percent of Total |
|-----------------------------------|-------|------------------|
| Air Station San Francisco         | 1341  | 52.5%            |
| Sector San Diego                  | 491   | 19.2%            |
| Forward Operating Base Point Mugu | 381   | 14.9%            |
| Sector Humboldt Bay               | 323   | 12.6%            |
| <b>Total number of cases</b>      |       | <b>2556</b>      |

There are unique and dynamic aspects to Coast Guard Sector San Francisco’s operating environment. Six shipping ports and seventy-eight regulated facilities are covered. Five refineries account for ten percent of the refining capacity in the United States. As the second largest ammunitions seaport in the world, San Francisco bears twenty-five percent of the nation’s explosive outload capacity. With a single point of entry at the Golden Gate Bridge, the nation’s fourth largest ferry system, over one thousand marine events permitted annually, variable influx from coastal waters and tributaries, and ever-changing weather conditions, this generates a complex operating environment.

Following introductions with a review of each team’s resources and capabilities, participants shared information while touring interagency static displays. An air asset demonstration was conducted by the Sonoma Sheriff helicopter rescue team. Volunteers were hoisted by a 100-foot line, forty feet in the air across Air Station San Francisco’s landing zone.

Opportunities abound when local first responders get together. Participants shared ideas, formed new friendships, and look forward to training and meeting together for years to come.

D11 AOR image: <https://www.pacificarea.uscg.mil/Our-Organization/District-11/Response-Division/SAR/>



**1.** Air Station San Francisco Commanding Officer Captain Thomas Cooper is thanked by a local first responder for his service. **2.** Coast Guard C-27J Spartan aircraft arrives at Air Station San Francisco **3.** Local first responders discuss assets and capabilities. **4.** An FBI Lenco BearCat armored vehicle. **5.** Coast Guard Auxiliarists Alex Bennett and Pete Gorenberg discuss C-27J Spartan aircraft capabilities with a Coast Guard aviator. **6.** Department of Homeland Security explosives detection canine teams stand before an MH-60S Seahawk helicopter from Naval Air Station Lemoore. **7.** Auxiliarist Tiffany Townsend participates in a hoisting demonstration by the Sonoma Sheriff helicopter rescue team. **8.** CAL-FIRE crewmember with S-70i Black Hawk helicopter.

# See Yourself in Cyber

## Cyber Security Awareness Month



Create unique random passwords using a strong password creation method for each account on your computer

Create separate accounts for each user on your computer

**THINK BEFORE YOU CLICK:** Recognize and Report Phishing. If a link looks off, think before you click. It could be an attempt to get sensitive information or install malware.

- Beware of URLs with typos
- Verify the URL address before opening
- Verify the domain name makes sense & looks right



- **Email is Inherently Insecure**
- Be concerned about suspicious e-mails. Verify sender before opening
- Beware of all downloads, know the sender and expect a file from them

**ENABLE MULTI-FACTOR AUTHENTICATION**  
You need more than a password to protect your online accounts, and enabling MFA makes you significantly less likely to get hacked

**KEEP YOUR SOFTWARE UPDATED**

Hackers are always looking to exploit vulnerabilities in older and unpatched software

Use current and supported operating systems

Install all system security updates and patches

Keep antivirus software up-to-date

Regularly scan files for viruses

Install spyware protection software

**CREATE STRONG PASSWORDS BOTH AT WORK AND AT HOME**

- Combine letters, numbers, and special characters
- Do not use personal information, common phrases, or dictionary words in any language
- Do not write down your passwords — use a trusted password manager
- Do not save passwords on public machines



# United States Coast Guard Auxiliary

Kim Holland 2022



# U.S. Coast Guard Auxiliarists Honor,

“325 Americans Killed in WWII Naval Magazine Accident including five U.S. Coast Guard Sailors at the Port Chicago Naval Magazine, for the 78<sup>th</sup> Memorial Remembrance”

By Micheal R. Smith, 113-5-3 Northern Solano, and NAVEX Roger Bazeley AUXPA1



Historic World War II Photos of the Port Chicago Naval Magazine ship wharf loading of munitions and Work crews and officers provided by Naval and Park Service Achieves.

“On the evening of July 17, 1944, residents in the San Francisco east bay area were jolted awake by a massive explosion that cracked windows and lit up the night sky. At Port Chicago Naval Magazine, 320 men were instantly killed when two ships being loaded with ammunition for the Pacific theater troops blew up. It was WWII's worst home front disaster.

Everyone within 1,000 feet of the loading dock perished; Sailors, Marines, Navy Armed Guard, Coast Guardsmen, Merchant Marines, and working civilians. Over 200 of the deaths were young African-American enlisted sailors working for a segregated military. The explosion and its aftermath led to the largest naval mutiny trial and was one of the catalysts to persuade the U.S. Armed Services to desegregate following the war”. (National Parks Port Chicago Naval Magazine Memorial Achieves 2022)

It is especially important and an honor for the USCG Auxiliary to witness history and participate in National Memorials that represent significant milestones and are a catalyst for change in the area of supporting diversity and inclusion in Team Coast Guard, our military services, and in our society. We are after all America's volunteer guardians and members of Team Coast Guard who serve the public by putting others before ourselves.



# U.S. Coast Guard District Eleven NSW Auxiliaries Honor,

“325 Americans Killed in WWII Naval Magazine Accident including five U.S. Coast Guard Sailors at the Port Chicago Naval Magazine, for the 78<sup>th</sup> Memorial Remembrance”



 Port Chicago Naval Magazine National Memorial Superintendent K. Lynn Berry.



 Port Chicago Naval Magazine National Memorial U.S. Navy Chaplain Michael A. Chester (LT).



 Port Chicago Naval Magazine National Memorial Interpretation, Education and Outreach Division Manager Kelli English.

On 7.16.20022 we had a couple of special Auxiliary guests: Mr. Roger Bazeley, AUXPA1 Public Affairs specialist 113-1-2 a well-known San Francisco professional musician and editor of the Coast Guard Auxiliary "Navigator Express" quarterly magazine, who rendered honors by playing the National Anthem and Taps. Auxiliary Chaplain Michael Chester, the Senior Chaplain for the VA hospital in Palo Alto gave the benediction and invocation. The Auxiliary Facility 'Trophy' patrol crew maintained a waterside security zone, along with a USCG 45' patrol vessel from USCG boat station Vallejo CA during the shore side ceremony. The local Port Chicago Fire Rescue vessel performed a wreath laying ceremony at the end of the service. Not only did five Coast Guard members perish in the 1944 WWII disaster, but the US Navy desegregated soon after the disaster. The historical recorded list of the Coast Guard sailors who died at the Port Chicago disaster included:

- BM1c Peter G. Broda, Coast Guard: Small Boat Personnel Alameda
- MM1c William G. Degryce, Coast Guard
- McMM3c Edward J. Portz, Coast Guard Small boat personnel Alameda
- S1c Charles H. Riley, Coast Guard: Small boat personnel Alameda
- S2c James C. Sullivan, Coast Guard: Small boat personnel Alameda

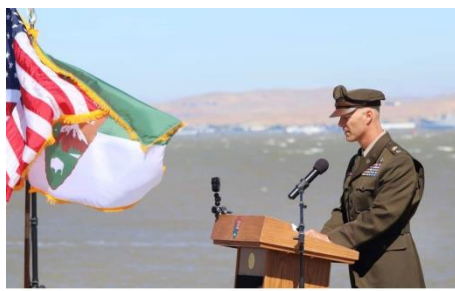
<https://www.ibiblio.org/hyperwar/USN/fac/PC/PC-Findings.html>

There is much more historical information available in Robert Allen's book, The Port Chicago Mutiny:

<https://www.heydaybooks.com/catalog/the-port-chicago-mutiny/>



 Port Chicago Naval Magazine National Memorial Shanelle Scales-Preston, District Director, Office of U.S. Congressman Mark DeSaulnier (CA-11).



 Port Chicago Naval Magazine National Memorial Lieutenant Colonel LTC Kyle W. Brown, Commander of 834th Transportation Battalion.



 Port Chicago Naval Magazine National Memorial Camarin Madigan, Friends of Port Chicago National Memorial.

## U.S. Coast Guard District Eleven NSW Auxiliaries Honor,

“325 Americans Killed in WWII Naval Magazine Accident including five U.S. Coast Guard Sailors at the Port Chicago Naval Magazine, for the 78<sup>th</sup> Memorial Remembrance”



Port Chicago Naval Magazine National Memorial  
Ringing of the Bell



Port Chicago Naval Magazine National Memorial  
The Commemoration of the 78th Anniversary - Jul 18



Port Chicago Naval Magazine National Memorial  
Roger Bazeley U.S. Coast Guard AUXPA1 Public Affairs Bugler and Musician.



Port Chicago Naval Magazine National Memorial  
The Commemoration of the 78th Anniversary - Jul 18



Port Chicago Naval Magazine National Memorial  
Roger Bazeley U.S. Coast Guard AUXPA1 Public Affairs Bugler and Musician.



Port Chicago Naval Magazine National Memorial  
The Commemoration of the 78th Anniversary - Jul 18

Port Chicago Memorial 2022 photos and event highlights are posted on the National Park Service website:  
<https://www.nps.gov/poch/planyourvisit/index.htm>

### Port Chicago 78th Memorial Auxiliary Attendance list:

- John Albrecht (Crew of SAR DOG) 113-5-2
- Giovanni Bacigalupi, (Shore ceremony) 113-5-3
- Roger Bazeley AUXPA1 Public Affairs Trumpeter and Taps Bugler 113-1-2
- Lisa Curtis (Onboard Crew SAR DOG) 113-5-3
- Lew Derfuss, Coxswain SAR DOG, 113-5-3
- Daniel Glenn (Shore ceremony) 113-5-2
- James Matthies, (SAR DOG crew) DIV 113-5-5
- Erik J. Paananen (Shore Ceremony) 113-5-2
- Dinia Paananen (Shore ceremony) 113-5-2
- Micheal Smith, 113-5-3

“Thank you for honoring all 325 who lost their lives. I think it's important also not to forget how the surviving sailors were treated and how the town and people of Port Chicago were removed after the disaster. Some future good news is the East Bay Regional Park District has plans to build the Thurgood Marshall Visitor Center nearby, stated Auxiliaries Micheal Smith, Port Chicago Naval Magazine National Park Memorial Auxiliary contact. The entire Auxiliary Flotilla and the Bugler were asked to return in 2023 to participate in the 79<sup>th</sup> Port Chicago Memorial ceremony.

# **District Eleven Public Affairs and Auxiliary AUXPA1 photographers welcome USCGC Alder 618 to its new SF YBI home port.**

By USCG District Eleven Public Affairs, Photos by Roger Bazeley AUXPA1

SAN FRANCISCO—Team Coast Guard Golden Gate Station and Public Affairs photographs Coast Guard Cutter Alder as it enters the Bay Area for the first time to its new home port at YBI. A Coast Guard Station Golden Gate Motor Life Boat transported public affairs media for transfer to the Alder 10.16.22. The Alder will replace the Coast Guard Cutter Aspen (WLB 208), previously home-ported at Yerba Buena Island. The Alder, formerly home-ported in Duluth, Minnesota, was brought back into service in the summer of 2022 and has been transiting to San Francisco from the Coast Guard Yard in Baltimore, Maryland.

Lt. Cmdr. Paul A. Ledbetter, commanding officer of the Alder, signed on behalf of the Coast Guard for the ownership of Alder and officially took charge of the cutter on Aug. 1, 2022. The cutter left the Coast Guard Yard on Aug. 27, 2022, following an approximate \$17 million overhaul. The crew will have traveled approximately 8,000 miles over 50 days and passed from the Atlantic Ocean to the Pacific Ocean by way of the Panama Canal.

The 225-foot Juniper class sea-going buoy tender has a crew consisting of 43 enlisted and eight officers. Alder will be primarily responsible for 76 aids in an area of responsibility stretching throughout the California coast and into the Bay Area. In addition, the Alder will conduct law enforcement, search and rescue operations, and pollution and disaster response while being home-ported in San Francisco.



Photos by Roger Bazeley AUXPA1 D11N Public Affair



D11 USCG Team  
 Photographers Roger  
 Bazeley AUXPA1, USCG  
 PO Hunter Seibel, not  
 pictured PO3 Taylor  
 Bacon for USCGC Alder  
 ship transfer to Alder  
 from the 47' Golden  
 Gate MLB.



Photos: by AUXPA1  
 Roger Bazeley 10.16.22



# Sharing Our Mission: Public Affairs



ODU covers lay aboard a bridge table on the CGC POMPANO. Photo by Andrew Niquette.

Here are some key takeaways from lessons and skills acquired through the Auxiliary Public Affairs C-School Training.

**By Roger Bazeley**

Communicating internally and externally the USCG Auxiliary service mission and brand *Team Coast Guard* relies on specific skill sets and methodologies. We are trained as Public Affairs Officers in doing it with clarity and purpose in procedures, form, and methodology when dealing internally with the U.S. Coast Guard and the U.S. Coast Guard Auxiliary and interacting externally with the public we serve. The value of precise communications including writing and production of published media must demonstrate clarity, transparency, and accountability.

Public Affairs is involved with supporting many of the various missions in recreational boating safety, water and land patrol operations, and augmenting various missions and tasks performed as a part of *Team Coast Guard*. This varies from vessel inspections to standing watch at various units like Sector San Francisco, monitoring and logging emergency calls, administration duties at Air Station San Francisco, or with the Pacific Strike Force where trained and qualified U.S. Coast Guard Auxiliarists augment the enlisted U.S. Coast Guard.

A fully qualified Public Affairs Auxiliarist can be a valuable asset to their flotilla, division, national or the Gold Side when there is a need for additional staffing and expertise in a Joint Incident Command operation as in Hurricane Katrina, or part of incident response as in the Gulf's BP Deep Horizon oil well valve blow-out, fire and resulting in a massive spill. This massive oil drilling and environmental disaster required months of clean-up operations management and monitoring by various government response agencies under U.S. Coast Guard and FEMA operations and management oversight. Public affairs value is paramount in dealing with the media and press at RBS events and in incident response. Additionally, public affairs play a key role in the positive promotion of the brand identity/mission recognition" of the U.S. Coast Guard Auxiliary as a meaningful proactive public service volunteer organization in promoting public recreational boating safety and education.



Virginia Luchetti at a RBS booth, speaking with a member of the public.



USCG Auxiliarist Gail Giacomini from D11 Public Affairs doing outreach for employees at the SF Federal Reserve with safe boating and Auxiliary educational materials and life vests displayed. Photo by Roger Bazeley.



This external and internal identity reinforcement has proven value and positive results through motivational reinforcement impacting the recruitment, retention, and active participation of Auxiliarists. There is a significant difference between managing and performing public affairs tasks and duties in the public sector versus within the confines of a government agency or military organization in procedures and the dissemination of information, dealing with the media, public, stakeholders like public officials, multiple government agencies.

These procedures and skills are best learned and acquired through taking the online Introduction to public affairs initially before taking on flotilla public affairs duties and the highly recommended intense public affairs 3-day C-school offered several times a year in different U.S. Coast Guard locations. I had the privilege of taking the three-day PA C-school course and training given in September 2014 at U.S. Coast Guard Base Alameda with 18 other Auxiliarists from all over the United States. AUX-12 is a valuable comprehensive interactive training course that covers a wide scope of procedures and practices scenario training for being an effective FSO-Public Affairs for delivering and communicating positive public affairs messaging, publishing articles, and responding to a variety of local press opportunities, social media, and incident/crisis response situations involving Auxiliary participation.

# Cold Water Boating

- Cold-water immersion is the cause of many boating-related fatalities.
- The danger increases as water temperature decreases below normal body temperature of 98.6° F.
- Do make sure everyone is wearing a life jacket.
- Even experienced swimmers will experience shock within one minute in the frigid water and lose muscle control within 10 minutes.

## File a Float Plan here before departing

- Dress for the water temperature and the weather, not the air temperature.
- Wear layers and bring extra clothes in case you get wet.
- Remember to use your navigation lights in fog and low light conditions as well as at night.
- Winter buoys are smaller and less visible than summer buoys and make navigation more difficult, especially at night.
- There are fewer boats on the water, keep communication devices charged and dry.
- Don't panic if you fall into the water. Stay afloat with the help of your life jacket, regain control of your breathing and keep your head above water in vision of rescuers.
- If you're in the water with others, huddle together facing each other to help everyone stay afloat and keep warm.



- ✓ Take off heavy boots in the water.
- ✓ Don't apply heat to extremities like arms and legs of a rescued victim.
- ✓ This sudden change in temperature could cause cardiac arrest.

## Cold-Water Immersion

- You have one minute to adjust to the cold shock response - DON'T PANIC.
- You have 10 minutes of meaningful movement to get help and get out of the water.
- You have about one hour before you become unconscious from hypothermia.





*It's the law!*

## Engine/Propulsion Cut-Off Devices, ECOS

### WHAT IS IT?

An Engine Cut-Off Switch (ECOS) is a safety mechanism used to shut off propulsion machinery when the operator is displaced from the helm. Operators of recreational vessels less than 26 feet in length will be required to use an engine cut-off switch (ECOS) and associated ECOS link (ECOSL) as of April 1, 2021.

The link must be attached to the operator, the operator's clothing, or operator's personal floatation device. It is typically a coiled lanyard, but may also be an electronic fob.

### WHY?

Boats can make sudden and forceful turns that create enough torque to eject an operator from the helm area or completely out of the boat. Wearing your Engine Cut-Off Switch Link immediately stops the engine and allows the operator to regain control of the boat. It will prevent the danger of a spinning propeller and an out of control boat, especially since an unmanned boat can often start traveling in circles.

### WHO NEEDS THIS?

Boats less than 26 feet in length that generate more than 115lbs of static thrust (~ 2-3hp) and were built beginning in January 2020. If the boats' primary helm is inside an enclosed cabin it is not required to have an Engine Cut-Off Switch.

### WHEN WAS MY BOAT BUILT?

Check your boats hull identification number (HIN). The HIN is usually found on the starboard outboard side of the transom, but can also be found on the boat's registration. Characters 11 and 12 of the HIN represent the model year. If the model year is 19 or lower, the boat DOES NOT need an ECOS to be installed. If the model year is 21 or later, the boat DOES need an ECOS to be installed. If the model year is 20, then the date of certification needs to be determined.

### FAQ

I have an ECOS on an older boat, am I required to use it?  
Yes. If an engine cut-off switch is present, it must be used!

*Click here for more information.*



UNITED STATES COAST GUARD AUXILIARY  
Fifth District Southern Region

## Santa Cruz – 4<sup>th</sup> of July Patrol Risk Management Lesson

COMO Wally Smith, Gold Coast Division Commander

While there is no official Independence Day fireworks show from the Santa Cruz Wharf or the beach, there is usually A LOT going on "fireworks-wise." The beaches are monitored a few days ahead of the 4<sup>th</sup> of July (add comma), and coolers and backpacks are checked for illegal pyrotechnics. Still, some seem to be buried in the sand for retrieval after dark descends on the beach on the 4<sup>th</sup> of July. The show in the past has been rather impressive. Auxiliary facility 301219 (C.R.A.F.T. MOMENT) was out on patrol that evening in the vicinity of the Wharf and the Main Beach.

Capitola Flotilla's (6-10) relationship with the local Sea Scout Ship #669 has been deepening with training sessions and the addition of six new Auxiliary members from the Scouts. The Sea Scout vessel *Pearls* (formerly Auxiliary Facility *String of Pearls*) was planning an event that evening in the vicinity of the Main Beach and the Wharf, and we arranged to make contact with one another via VHF-FM radio. At around 1900, contact was established with the vessel *Pearls*, and we requested permission to come alongside after she was safely anchored. With copious numbers of fenders deployed from both vessels, we rafted to the vessel *Pearls*. There were fifteen young scouts on board, along with two adult leaders.



While the burgers were "on the barbie" in the aft area, a couple of us went aboard the vessel *Pearls* to check her out and to take a look at her navigation equipment. The Garmin chart-plotter was familiar but not the same as on our facility. The chart-plotter was functioning, but the radar was not, and we were not familiar enough with the equipment to assist "bringing up" the radar.

Santa Cruz, CA -- The Sea Scout vessel *Pearls* prepares to anchor, 4<sup>th</sup> of July, off of the Santa Cruz Main Beach.  
*Photo by Alan Stanton*

As predicted, night arrived on schedule, and it was dark - not a normal dark; it was pitch black! At about the same time, around 2030, the fog began to form, and it formed rapidly. A rather normal occurrence on Monterey Bay at this time of year is advection fog which forms when moist air moves over a colder surface, and the resulting cooling of the near-surface air to below its dew-point temperature creates fog. The humidity had been unusually high for a couple of days due to a low-pressure area off the coast. The fog developed rapidly, and it was not a "normal" fog. It was pea soup thick! This thick fog and the near black-out conditions resulted in extremely limited visibility.

After some consultation with the adults on board the PEARLS, our crew agreed that without radar, the PEARLS would be challenged to return safely to Santa Cruz Harbor ... that was not acceptable. Following an updated assessment of risk, we determined we would lead them back!

## Santa Cruz – 4<sup>th</sup> of July Patrol – Risk Management Lesson



The vessel *Pearls* shrouded in fog preparing to weigh anchor. *Photo by Alan Stanton*



The vessel *Pearls* enters safely Santa Cruz Harbor! *Photo by Alan Stanton*

We maintained communications (COMMS) by radio and proceeded towards the Harbor with visibility decreasing to no more than about 10 yds. With five persons on board, we maintained a forward lookout, port, starboard side lookouts, and a stern lookout keeping track of the PEARLS. I was at the helm, piloting pretty much exclusively by chart plotter and radar. It took some time to transit back to the Harbor since we were giving a wide berth to other vessels detected on radar, buoys, and the ever-present kelp fields, which could not be seen at all. It wasn't until we were in the "jaws" of the Harbor with the ends of the breakwaters on each side that we could see the light from the West Jetty Lighthouse to port and the red light on the #2 channel buoy to starboard.



There was a discernible sigh of relief when we knew the PEARLS, and her precious cargo was safely in the Harbor behind us! As we proceeded farther into the Harbor, visibility increased. We berthed our facility at about 2230, removed our sweat-drenched Personal Protection Equipment (PPE, proceeded to secure the boat for the night, and returned safely home. What could be better?

Santa Cruz, CA—Forward view shows visibility improving with Operational Facility 301219 approaching the Murray/Eaton Street Bridge that crosses the Santa Cruz Harbor.

*Photo by Michael Brown*

**Post Script:** An email received on 07 July from one of the adults onboard the vessel *Pearls* included the following: "I hope you didn't find it scary that we were so unprepared. We actually WERE prepared; prepared for a rescue by the Auxiliary on patrol. Being in that situation created a ton of learning opportunities, and we couldn't have done it without you."



## 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.

# Save A Life. Wear It!





**Photo of the Quarter**, of Flotilla Commander 1-2 Tiffany Townsend Gorenberg and Peter Gorenberg at the SFYC Bay Opening event carrying out boating safety and vessel safety checks outreach 7.13.22. Photo was selected for Navigator Express Q2 2022 cover. Photo by Roger Bazeley AUXPA1

