

NORTHWIND

U.S. Coast Guard Auxiliary District 11 North, Quarterly Magazine, 1st Quarter, January-March 2023



San Francisco I photograph of the Point Bonita light house and light keeper's compound located on Marin headlands at the north end of the Golden Gate Bridge, taken by Roger Bazeley AUXPA1

Q1
2023

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Cover Photo: San Francisco-- The Point Bonita light house and light keeper's compound located on Marin headlands at the north end of the Golden Gate Bridge, taken with 600 MM Nikon lens by 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-2 NORTHWIND issue, by May 30, 2023. 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 for publishing inquiries, mailing articles and photos.



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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 current boating safety information for boaters including Vessel Safety Checks and Public Education boating courses
- **OPERATIONS PROGRAM (AUXOP)** The AUXOP is an advanced training program for acquiring the advanced skills needed to assist in critical Coast Guard Operational Missions. On successful completion of qualifications the Auxiliarist may wear the prestigious AUXOP insignia.
- **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 PROGRAMS:**
 - **Coast Guard Recruiting Support Program (CGRSP)** Auxiliarists may qualify and assigned to duty as military recruiters to support USCG's recruiting program. This includes qualification as a military recruiter, proctoring recruiting examinations, and administrative assistance to recruiting offices and for screening applicants for the USCG Academy. Other Academic and Academy admissions recruitment support programs are the **CG Academy Partners Program (APP)** in which CG alumni and qualified Auxiliarists help to recruit and screen CG Academy applicants. The **Academic University Program (AUP)** Is designed to offer college students the opportunity to participate in the U.S. Coast Guard Auxiliary AUP which is the Auxiliary's official program for integration with higher-level educational institutions.
 - **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.



Commodore's Corner



From: The District Commodore

Fellow shipmates, we are off to a great start this year. During the weekend of January 21-22, we successfully held the annual Elected Officers Training, the semi-annual Past Commanders Association Training Fair, and the monthly District 11 north Board and Staff meeting, all in person.

We offered the annual Elected Officers Training in two parts: the virtual/webinar session in December 2022 and the in-person training during PCA weekend. Approximately 40 elected officers attended the virtual training session; twenty-five members attended the in-person session. I would like to extend my gratitude to Ann Zocchi, our District Member Training Officer, and her team of instructors for sharing their knowledge and experiences.

During the 2021-2022 term of office, I've had the honor and pleasure of serving as the District Chief of Staff with the guidance and leadership of District Commodore Dean McFarren. The past two years were very challenging, due to the COVID pandemic and its restrictions. COMO McFarren carried us through the toughest times, and now the current District Chief of Staff, Jim Losi, and I are tasked to "carry the torch" and continue his legacy.

COMO McFarren had asked then-DSO-HR Jim Losi to develop and implement the recruitment strategy. In addition, Losi has taken on the task of developing retention and re-engagement strategies to improve the retention of our members. He is also helping inactive members to re-engage in our primary missions and activities. We intend to review data and create a District-wide recruitment, retention, and re-engagement plan to help local Auxiliary leaders identify issues in advance. We also intend to work with district-elected and appointed leadership to enhance member experiences and, ideally, increase membership and retention rates.

We are very fortunate to have our Immediate Past District Commodore, Dean McFarren, continue as a member of your bridge staff. We also have a very talented group of leaders whose sole mission is to serve as the custodians of our Auxiliary mission. In 2022, District 11 North members performed close to 140,000 hours in missions and activities. Although our overall membership decreased, we had an 18 percent overall increase in Auxiliary activities.

If you are already an active member of our District, we cannot thank you enough for your investment of time, energy, and financial resources. Your continued commitment to serving the boating public and our active duty partners have made a huge difference during a very difficult time. Your continued participation is mission-critical, and we wish we could muster the appropriate words to express your participation's importance.

If you have been an inactive member, we wish to challenge you to return and invest some of your time in at least one activity in 2023. By doing so and re-engaging in the world's greatest volunteer organization, you will be making the difference that is so critically important to our mission

Thank you for being a member of Team Coast Guard.

Commodore Curtis Han

Chain of Leadership & Management



From The Auxiliary National Training Directorate

Sometime during your Auxiliary career you will have a question, concern, or issue that your flotilla leaders will not address to your satisfaction. What do you do? Since so many of our members have been former members of the military community, the term Chain of Command is often familiar, and a term sometimes inappropriately used within the Auxiliary. Since we are not a military organization, there is no command. The proper term for the system of communication and responsibility throughout the levels of the Auxiliary is Chain of Leadership and Management, frequently abbreviated COL. There is another term frequently used in connection with COL, and that is parallel staffing. This, in effect, gives us two chains of leadership depending on whether the question/problem/issue involves elected or appointed staff.

Elected officers move up from Flotilla Commander to Division Commander to District Commodore to National Commodore, while the Staff Officers go up the right side. The Flotilla Vice Commander, Division Vice Commander, etc. act as Chief of Staff for the appointed officers at that level, and communicate with the Flotilla Commander, Division Commander, etc. so that both sides know and are aware of what is happening. A Flotilla Staff Officer does not need "permission" to communicate with a Staff Officer in the same area at the Division level; the Division Staff Officer does not need permission to communicate with the District Staff Officer in the same area. It is not acceptable to skip a level on either side.

Communication should move freely up and down both sides, with communication also moving freely from left to right, and from right to left as well. All members have a right to expect answers to their questions, and resolution of problems/issues. Since a paper trail is always smart, it is wise to place your questions in writing, on paper or electronically via email. Some helpful tips include:

- *Research the answer to your question on your own. Check the Auxiliary Manual; check your district website, the national website, and the website of the Chief Director of Auxiliary.*
- *If you cannot find what you need, address your question to one individual. Do not broadcast the request to multiple individuals or levels.*
- *Address it to the person at the lowest level appropriate (generally to your FC or a FSO in your flotilla).*
- *State the question clearly and succinctly. Provide necessary facts only. Do not editorialize.*
- *Give the person adequate time to respond (generally two weeks should be sufficient).*
- *If you do not receive a response, try again. There may have been a postal or electronic glitch.*
- *If there is still no response after a reasonable time, you may send it to the next level up with a copy to the original recipient. Again, state facts and do not embellish.*
- *Remember, unfortunately, sometimes the correct answer is not the one desired. Do not "shoot" the messenger. They could be a good friend now or in the future. Accept the answer and make the best of the situation.*

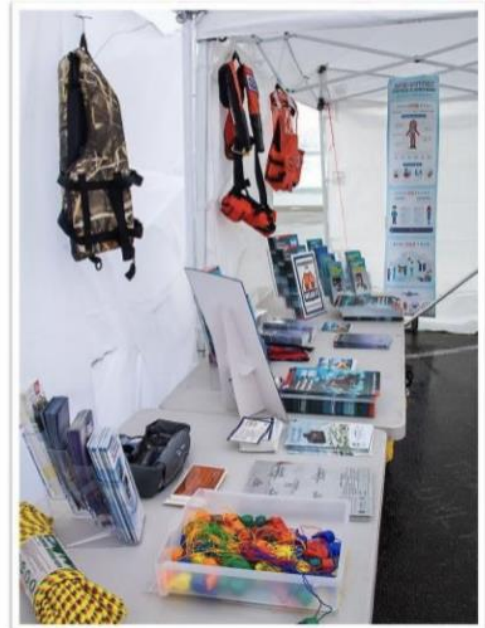
The Auxiliary is made up of friendly people who share the same interests you have. They are eager to help you in any way they can. They are eager to share their knowledge and experience with you. If occasional differences of opinion occur, seek input from a neutral third party within your unit. Try to resolve differences at the lowest level possible; don't make a mountain out of a molehill. Diversity is an asset and helps to make the Auxiliary the strong organization it is. Diversity assures that there will be more than one right answer to many questions. Embrace diversity and don't be threatened by a new point of view.

Bear Lake “Monster” Winterfest

Division 7 participated in the 2023 Bear Lake Monster Winterfest on January 28, 2023, with a safety booth as part of the Indoor Village Market at the Bear Lake State Park Marina. Six members from Flotillas 73, 76, and 78, participated.

This community event is held annually and is the largest winter event hosted by Garden City, Utah, with many activities spread over three days. It attracts not only the residents of Garden City but many surrounding communities, including people from Idaho and Utah who travel to Garden City to participate or just to enjoy the activities.

The Coast Guard Auxiliary booth focused on hypothermia and cold-water boating safety. This year we had inclement weather – a stiff wind, wind chill, snow all day, and very cold temperatures. Our booth consisted of two pop-up tents with sides and a large propane heater to keep us warm. Tony Zocchi ensured we had all the comforts of home with a portable coffee maker to heat water for hot chocolate. We needed it!



Garden City, UT – Cold Water & Hypothermia display and life jacket display at Bear Lake Monster Winterfest. January 28, 2023. Photo by Lana Visser.

One display included infographics of the different stages of the body’s response to cold water that leads to hypothermia. Anthony King and Rafael Baez were instrumental in creating our backdrop. We also provided handouts and infographics with information on cold water boating, cold water survival, and cold water immersion and provided copies of the float plan document. Other displays included a life jacket display with information on life jackets. We emphasized that wearing a life jacket could be key to survival if one accidentally ended up in cold, freezing water.

By Lana Visser – SO-PA Division 7

In-Depth Training Session for Sailboat Vessel Safety Check

The Vessel Safety Check in-depth training was conducted on January 15, 2023, by Laurence Boag-IPFC (immediate Past Flotilla Commander), FSO-VE (Flotilla Staff Officer – Vessel Examiner for the last 4 years), and Gerry Graigg, FSO-VE, veteran world sailor with more than 30 years of experience. Both are from Flotilla 12-01.

The vessel, owned by Laurence Boag, is a 1987 Pacific Sea Craft, also known as a *Dana 24*, with an overall length of 27 feet. The vessel, located at the Grand Marina in Alameda, was easily accessible to flotilla members for the training. Laurence has owned the vessel for 22 years, taking her all the way to Alaska on one of its multiple trips; it has more than 10,000 ocean miles!

In attendance at the training were several Auxiliarists, including Adam Kovalevsky, VFC, FSO-VE, Jeff Grave, FSO-OP and VE trainee, Richard Gabor, and Jean-Pierre Carjuzaa, FSO-PA, and VE.

The sessions were divided into two groups. One group reviewed the vessel's outside with Gerry, and the other, the inside with Laurence.

Gerry did an outstanding job reviewing safety-related topics with Bow Roller, Anchor Setup, Lifelines, Life Raft and Dinghy, and Navigation Lights. His review also addressed Standing Rigging, Running Rigging, Antennae and Wind Speed Cups, Deck Hardware and Stowed Items, Person Overboard review, and Best Practices of Jack Lines' Positioning.

Laurence did an equally outstanding job reviewing items such as Marine Radios; Fire Extinguisher compliance; First Aid Kit; Personal Floating Devices (PFD); Visual Distress Signals (VDS); Sound Producing Devices; MARPOL and Pollution Placards; Float Plans; and Boating Check List, to name of few of all important items reviewed. Special thanks to Laurence and Gerry for a very well-done session.



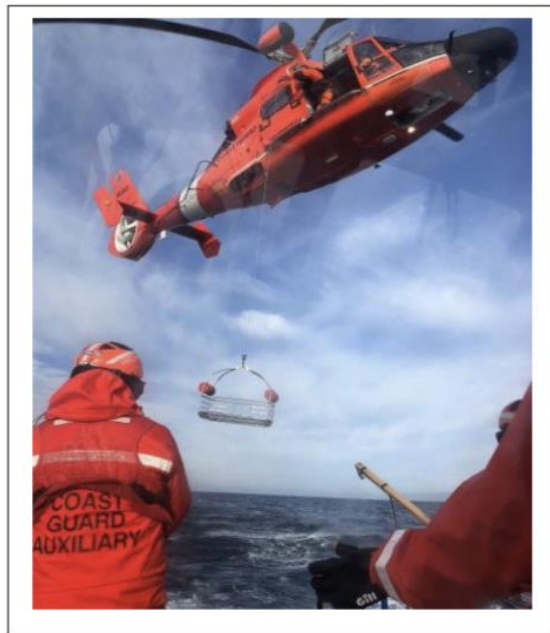
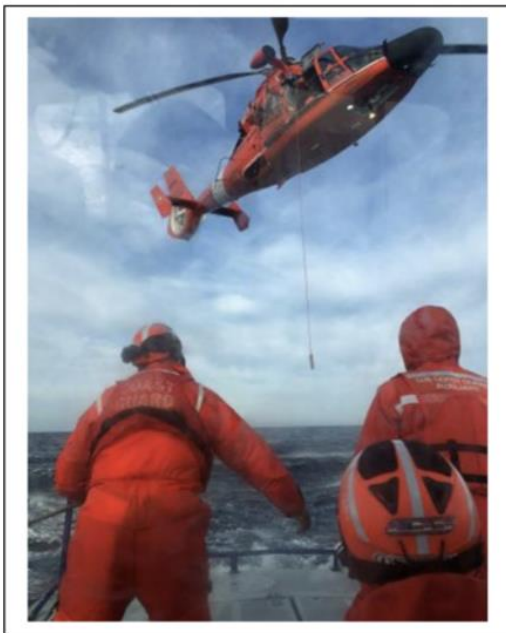
Laurence Boag's Sailboat – Pacific Sae Craft Danna, Grand Marina, Alameda

Flotilla 113-6-10 Members Provide Training Opportunity for the Gold Side

On a recent early Monday morning, Flotilla 6-10 members COMO Wally Smith, Chuck Cobery, and Bruce Krogstad met with Auxiliarist colleagues Tracy Schultz, Mark McLaughlin, and Steve McCann from Division 6's pier side at the Moss Landing marina. They boarded the Division's newest facility, AUXFAC *Dolphin Dreams*, a former Fire Boat owned by Auxiliarist Schultz. The crew represented a cadre of specially trained Auxiliarists dedicated to supporting Coast Guard Station Monterey in providing a training platform at sea for San Francisco-based helicopter rescue operations, relieving for that day, Station Monterey and its boat crews. After a thorough inspection of the vessel and a detailed briefing, the *Dolphin Dreams* departed Moss Landing for a Monterey Bay operating area.

After an hour of transit, the crew positioned the vessel in an open sea area between Moss Landing and Monterey and waited for the Coast Guard helo, exchanging small talk and preparing for the evolution. Within a short time, the radio over the helm came alive as the MH-65 helo crew made initial contact with AUXFAC *Dolphin Dreams*. They were three miles out and had the vessel in sight. The helo circled the vessel and provided a verbal briefing over the radio by the pilot to the *Dolphin Dreams* crew. It was now "show time."

Coxswain Cobery, under the guidance of senior Coxswain Smith, set a speed and course as the helo made its approach until positioned in a stable hover at approximately 40 feet just aft of the stern. With McCann remaining in the enclosed cockpit acting as Safety Observer, crew members Krogstad, Schultz, and McLaughlin began receiving a practice messenger line passed from the open cargo door of the helo by the aircrew, then returned it. This messenger line retrieval practice was repeated several times, followed by the lowering of a basket used to transport persons rescued at sea onto the deck and returned, while being performed under heavy sea spray and high winds generated by the helo's rotor wash.



Crewmembers McLaughlin and Krogstad bring the messenger line and the wire litter aboard the Dolphin Dreams. Photos by Auxiliarist Steve McCann



Left: The rescue swimmer prepares to be lowered to the deck of AUXFAC *Dolphin Dreams*. At right, he signals he is ready to be hoisted back up aboard the aircraft. Photos by Auxiliarist Steve McCann

Right: During the last phase of the training period, a rescue swimmer was lowered onto the deck of *Dolphin Dreams* and then returned to the aircraft.

After approximately 30 minutes, having satisfied the USCG training requirements, the USCG Dolphin M65 helicopter crew thanked the *Dolphin Dreams* Auxiliary crew for their support, and then returned to Coast Guard Air Station San Francisco. *Dolphin Dreams* turned its bow north and headed for Moss Landing. Although the Auxiliary facility crew had and performed these fore mentioned tasks with the Coast Guard on numerous times, no two evolutions are ever the same, and all members of the AUXFAC *Dolphin Dreams* crew felt great pride and satisfaction

A US Coast Guard Auxiliary specialty cadre once again provided the USCG with a professional, highly trained crew and facility and freed up a Coast Guard Station Monterey vessel. After returning to Moss Landing and refueling, a detailed debriefing was conducted, and all crew members agreed it was a successful mission completed for “Team Coast Guard” and great day to be out on the water training.



At left, Bruce Krogstad (center) discusses the upcoming helicopter hoist operation with McLaughlin and Schultz. Center, Wally Smith, keeps a sharp and critical eye on helmsman Chuck Cobery. Photos: Auxiliarist Steve McCann.

POINT BONITA LIGHTHOUSE HISTORY



Tower Information

Tower Height: 33.00'
Focal Plane: 140'
Active Aid to Navigation
Latitude: 37.81559 N
Longitude: -122.52950 W



National Park Service Historic Achieves – Photos and Historic Documentation

With the discovery of gold in 1848, California and the world changed forever. San Francisco became the main port for gold seekers from around the globe. To lead the new settlers and explorers safely through the dangerous waters of the Bay entrance, a system of lighthouses was developed. Alcatraz's light showed the way for ships directly in front of the Golden Gate and Fort Point's lighthouse marked the southern edge of San Francisco Bay, but another lighthouse was needed north of the Golden Gate to make the entrance recognizable for ships sailing up the coast from the south. That lighthouse site became Point Bonita.

Point Bonita Lighthouse, the third lighthouse on the West Coast, was completed in 1855. Built upon a high ridge 300 feet above the water, there were soon complaints that thick fog frequently obscured the light beam. A new site at a lower elevation was chosen nearby at the tip of Point Bonita. Unstable rock made construction of a hand-hewn tunnel and trail to the site challenging. A new 3-room brick structure was built to support the upper half of the original lighthouse that was moved to the new site in 1877. ***On December 26, 1896, George Cobb the lighthouse keeper of the Point Bonita lighthouse rescued three young men who came close to drowning nearby. For this feat George Cobb was awarded the Silver Lifesaving Medal. The USCGC George Cobb that was launched in December 18, 1999 was the last of 14 "Keeper Class" coastal buoy tenders named for lighthouse keepers, and is named in his honor.***



Left: USCGC GEORGE COBB departing Sector SF - Right: Point Bonita Lighthouse at Sunset;
Photos: Roger Bazeley

AERIAL PHOTOGRAPHY

IN THE U.S. COAST GUARD AUXILIARY



ARTICLE & PHOTOS BY ROGER BAZELEY

Point Bonita Light House Station, Marin, CA.



DOCUMENTING OUR STORY

Wheels-up at 13:00 from the Concord airstrip in a Cessna 172, just in time to make the early afternoon lighting coming over the Golden Gate Bridge. This Bay flight and public affairs mission presented incredible views of the entire San Francisco Bay, and allowed for ample opportunities to photograph at many different angles. It was an incredible experience, and I came away with some great images. However, there are definitely some crucial things to be learned from this experience.

1. Choose your aircraft wisely.

The only way that this was going to work was to have an unobstructed field of view from the airplane. Since I place a priority on sharpness and image quality, shooting from behind the Plexiglas window of a plane was challenging. Luckily, the Cessna single engine four-seater that my pilot Jim flew had newly polished fixed windows where some other planes have windows that open from the bottom out to a 60-degree angle, allowing a clean open-air view. This meant that in order to get into position for a shot, the pilot would bank and tilt the aircraft by following my hand signals. While this worked out just fine, and I was able to capture every angle and lighting scenario that I had in mind, it definitely wasn't easy.

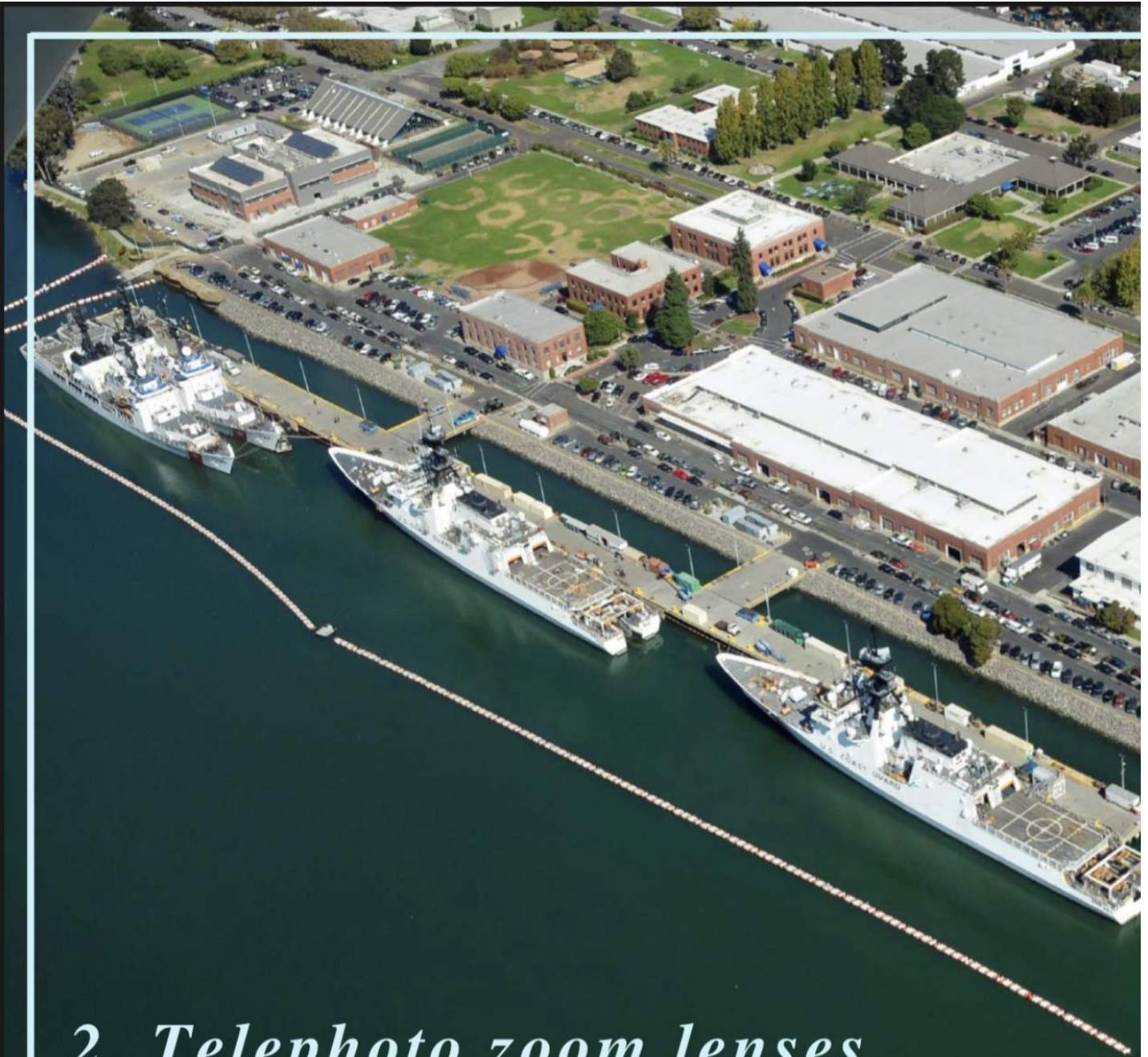




San Francisco Golden Gate Bridge.

Aerial photographers definitely have their share of challenges. Sometimes, a helicopter is preferable for an aerial photography shoot for a number of reasons. Many helicopters like the USCG Dolphin M65 have sliding doors. That way, when you are properly strapped in, you can hang out into the open air and fire away rapidly, granting you an unobstructed view below. A plane with windows or sliding doors that opens, or a helicopter with sliding doors can allow for the highest resolution photos.






2. Telephoto zoom lenses.

On land, I usually use a wide angle lens. But sometimes they are too wide with certain aircraft designs and placement of wings and struts to be clear of the picture view. However, even though we were flying at fairly low altitude (1,500-800'), subjects on the ground such as the Golden Gate Bridge, Alcatraz, or downtown San Francisco are close enough that a wide angle or mid-range lens worked with excellent sharp results when avoiding sunlight glare and equipped with lens or camera stabilization technology. With my minimal field of view, it was advantageous to be able to zoom into a specific subject.

(A great telephoto lens is a 16-85mm VR DX or 24-128mm FX)





U.S. Coast Guard Island, Alameda, CA National Security
Cutter berthing area.

3. Fast shutter speed is key.

In order to avoid any kind of motion blur, you have to use every tool available to keep the shutter speed as fast as possible. Due to the vibrations of the plane, it is also critical to always handhold your camera. Leaning or resting the camera or lens on any part of the plane can cause the camera to vibrate and create blurry images. Several tips in equipment are to use lenses with stabilization or vibration reduction technology. Also, do not press the camera lens directly on the plexiglass aircraft windows. Instead, use rubber lens shades, pillows, and bean bags for arm and camera support to absorb aircraft vibrations.



4. *Having optimal settings.*

Given the importance of tip number 3 (maintaining a fast shutter speed), all of the other camera settings revolve around that. In manual mode, my settings were: **shutter speed - 1/500, aperture - f/4, ISO - auto, EV - +0.7, autofocus.** Late afternoon, the golden hour with the light decreasing, having the ISO continually adjust to the changing conditions was essential. All these settings should be “good to go” on your camera before you get in the plane. It’s important not to be fiddling with camera settings mid-flight. There is another tool that you can utilize to make sure you get the lighting you want. Exposure bracketing is an incredibly helpful feature. I set mine to 3 exposures, with 1-stop variation.

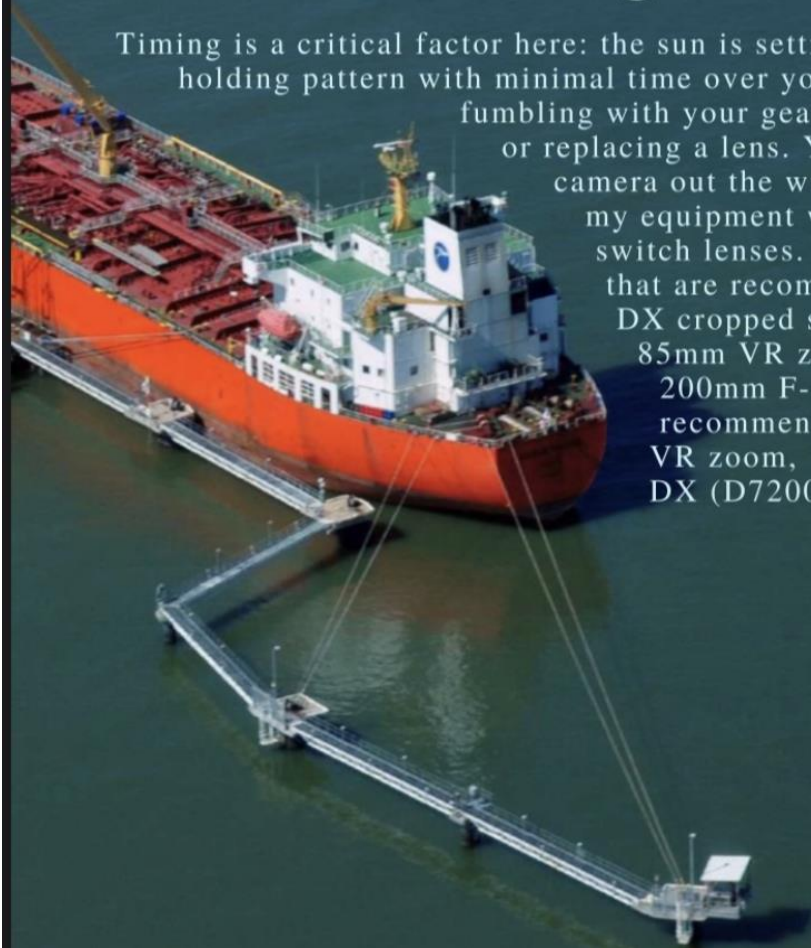


5. *Choosing the best camera.*

The light was fading fast, and it was a goal of mine to capture shots of the San Francisco illuminated by the city lights. Given everything mentioned about the importance of maintaining a minimum shutter speed, it was crucial to have an aerial camera with the flexibility of higher ISOs while maintaining low noise and high quality sensors. The Nikon D750 and D7200 bodies I use have those capabilities. In aerial photography the difference between the pro DSLRs and the entry-level or even mid-range camera bodies is significant in your photos results. The best camera for aerial photography is one with a high ISO range, custom programming and easy to hold-ergonomics.

6. *Having the right tools.*

Timing is a critical factor here: the sun is setting. You are in a circular holding pattern with minimal time over your subject. You do not want to be fumbling with your gear, looking for that extra battery, or replacing a lens. You want to have your head and camera out the window the entire time. I had all of my equipment within reach and didn't have to switch lenses. There are two camera choices that are recommended, either full frame FX or DX cropped sensors. For the cameras, 24mm-85mm VR zoom, 18-35mm zoom, 70mm-200mm F-4 VR (D750, D610) is recommended, and for the bodies, 16-85mm VR zoom, 10-24mm wide-angle, 70-200 VR DX (D7200).



Conoco Phillips Oil terminal and pipeline hookup dock with workman's rail transport system.



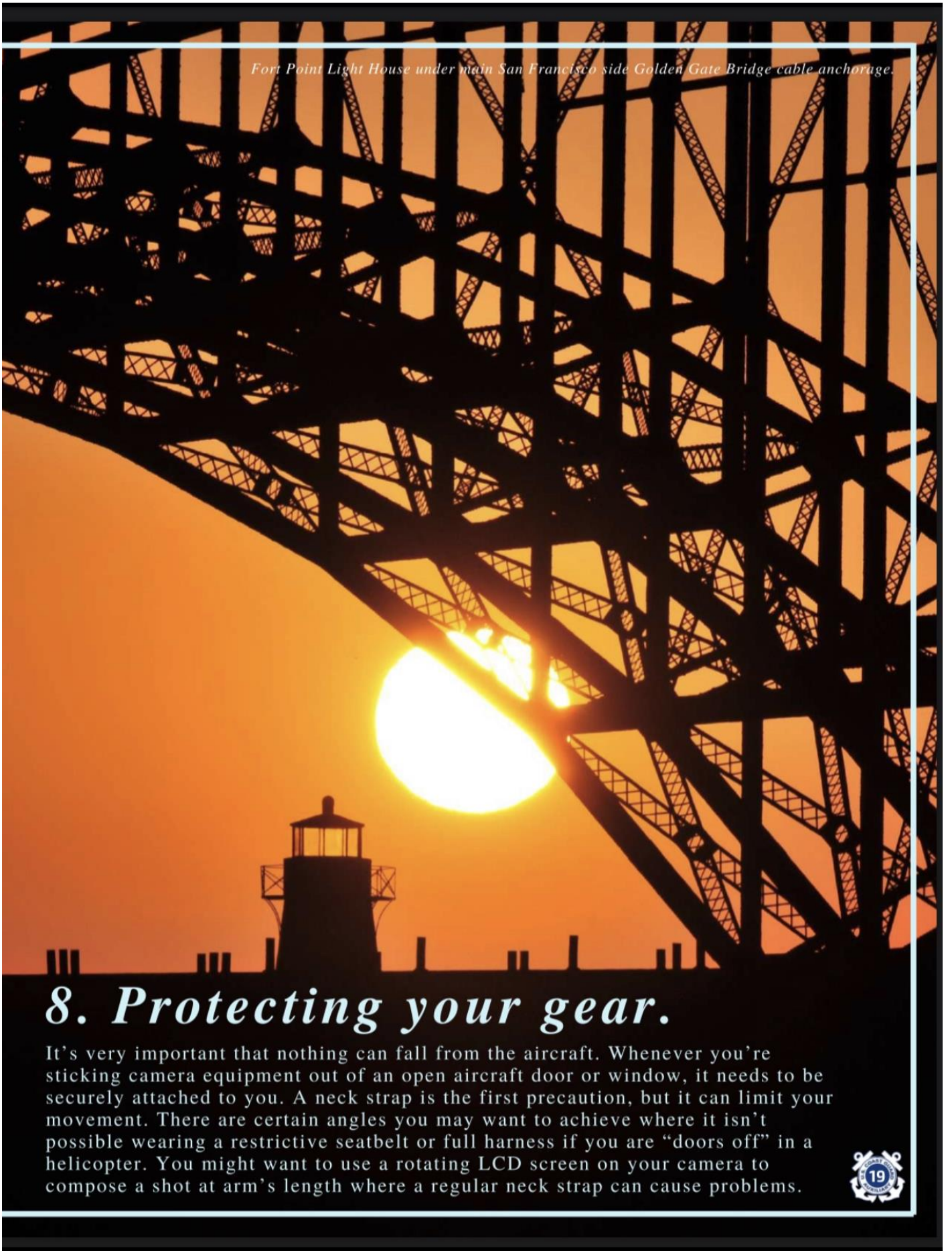


7. Noting the time of day.

When you book your flight, you'll want to take some time to consider the time of day and angle of the sun. Just like regular landscape photography at ground level, the light is going to be softer and create more contrast at the beginning and end of the day. Avoid midday flights at all costs! Most operators have their planes back on the ground a certain number of minutes before sunset in order to comply with regulations. If your chosen operator has indicated that you can pick a specific time for your flight, you'll want to find out that additional information to assist your planning to fly later in the afternoon or at sunrise. Of course, the time of day doesn't just affect the softness of the light, it also changes the direction. To accurately plan a photo flight, you should have some idea of exactly what subjects you want to photograph so that you can work out which sun angle will make them look the best.



Fort Point Light House under main San Francisco side Golden Gate Bridge cable anchorage.



8. Protecting your gear.

It's very important that nothing can fall from the aircraft. Whenever you're sticking camera equipment out of an open aircraft door or window, it needs to be securely attached to you. A neck strap is the first precaution, but it can limit your movement. There are certain angles you may want to achieve where it isn't possible wearing a restrictive seatbelt or full harness if you are "doors off" in a helicopter. You might want to use a rotating LCD screen on your camera to compose a shot at arm's length where a regular neck strap can cause problems.



9. Try different altitudes.

A thousand feet can have a dramatic effect on the composition of your images if you are flying close to protruding landscapes versus just shooting ground-level patterns. If you climb higher, much more will be revealed in the background of your images. If you have a subject in your foreground that you want to isolate from a surrounding landscape, a lower altitude is better.



Last mothballed U.S. Navy vessels anchored in Sansun Bay, Martinez, CA.



10. Yaw, pitch, and roll.

It's a good idea to know how to correctly communicate with your pilot by understanding yaw, pitch, and roll maneuvering. In a high winged aircraft like a Cessna, it might seem like a real problem to have the wing and the wing strut right outside your window, but actually this is a problem that is solved relatively easy when you have good communication with your pilot. As you approach your intended photographic subject, the pilot can yaw the plane to the left (assuming you are on the right), and this will move the strut out of your way. You can also roll it slightly to the left which will bring the wing tip up and usually give you plenty of viewing space to get a clear shot. I was pleasantly surprised how easy it was to get a clear view from the side of the Cessna as well. Make sure you discuss this with the pilot before you take off, and be aware that these adjustments to the aircraft will ultimately result in a change of direction if they are held for a long time so any request to perform them should be left right until the best shot is approaching.



TINEY SINGLER INTERVIEW

DEPUTY NATIONAL COMMODORE, PACIFIC AREA

On any given day, Commodore Tiny Singler is busy answering emails, text messages, and telephone calls from a host of Flotillas and fellow Auxiliarists. He is used to it, as Tiney has served various roles in the US Coast Guard Auxiliary since 2005. He held large engineering and construction jobs in civilian life and, at one point, was Vice President of fourteen automobile dealerships. His prior military experience includes two tours in Viet Nam with the 173rd Airborne Division, and he wears a Bronze Star ribbon with the cluster. Each of his past experiences helped prepare him for his current job as Deputy National Commodore, Pacific Area (PacArea), United States Coast Guard Auxiliary.

From his Medford, Oregon home, the 73-year-old directs and oversees an area that includes District 11 North (113), Northern California, Nevada, and Utah; District 11 South (114), Southern California, Nevada, and Arizona; District 13, Oregon, Idaho, Washington, and Montana; and District 14, encompassing Hawaii, Guam, Samoa, and Singapore. District 17 is Alaska.



Commodore Singler is given his new shoulder boards at NACON by Admiral Fagan and COMO Alex Malewski. NIPCO.

His challenges are many these days, “making sure that all of these areas keep moving forward from coming out of the COVID-19 pandemic,” he says. “We now have to grow, keep recruiting and being out there, readily seen], adding, “We’ve got to do programs that inject growth, making people want to participate. We have to keep inclusiveness in mind and re-engage our members.”

His initial involvement with the Auxiliary goes back to 2005 when he tried to get his Captain’s license and sought out the Auxiliary. Since then, he’s had many jobs and talks eagerly about “some great mentors and trainers” he’s had. One of the jobs he’s held in the past that he enjoyed a lot was as a Watch stander three times a week. He loves meeting young Coast Guard members. “I have never met one that wasn’t nice,” he says. He “really loves public education” and continues to do that once a month, virtually. “I never get tired of doing it,” adding, “I just enjoy it.” He loves seeing the “light come on above their heads when they understand safety factors.”

TINEY SINGLER INTERVIEW DEPUTY NATIONAL COMMODORE, PACIFIC AREA

Commodore Singler believes the Auxiliary serves two major clients. The recreational boating community is number one, and number two is the United States Coast Guard. “We have to ensure we are training our members and giving them the tools necessary to carry out those two missions.” He says whether it’s surface patrols, marine safety, and educating the public, all are needed now more than ever. He points out the high number of boat purchases during the COVID-19 pandemic. “There was no safety discussed [during the purchase]. We have to do as much as we can ...using inclusiveness, diversity, and re-engagement”.

He says although his wife sometimes thinks his Auxiliary involvement is to keep his brain active, his passion and enthusiasm for teaching boating safety is a big part of his long-time association with the Auxiliary. “I sincerely feel that every time I give a public education class and talk to a boater I give them knowledge that may save their life or a friend’s.”

Over the past eighteen years, the Commodore has seen some changes. “There have been changes in the need for us,” he says. “The COVID pandemic changed a lot. As a result, there is more [programming] offered,” he adds. When he first joined, he says there were a lot of people who didn’t know about the Auxiliary. “Now it’s the opposite,” he says. “We have an active place at the table now.” He maintains the changes have been very positive and getting better.

As for challenges facing the Auxiliary, he cites better communication up and down the line as one area. “I’ve preached that [subject of communication] for years,” he said. “Communication,” he said, “is where active engagement of all the members occurs by reaching out to members, picking up the phone, and talking to them.” He argues that by relying on emails and texts, he misses members of an age that are not electronically minded. “You can pick up the phone or go see them. The problem,” he adds, is getting everyone on board to think and act that way.”

Commodore Singler says that when recruiting for the Auxiliary, he tells people, “It’s an opportunity to not only be active with the military but also serve your community and the boating public.” He reminds them it’s not just about salt water; there are rivers and lakes where Auxiliary members serve the public too. He also tells them about the training available at the Flotilla, Division, District levels, and C-Schools.

“You can’t beat that feeling of helping your fellow man or woman. I honestly feel I may have helped save someone’s life,” he adds. “And that potential member can feel that way as well.

*By Renard N. Maiuri, Flotilla Vice Flotilla Commander
Flotilla 130-05-09, Grants Pass, Oregon*



2022 San Francisco Fleet Week: A Different Way to Serve

By Jim Losi DSO-HR



While I remain a bit melancholy over not being able to participate in FW patrol activities as per my traditional route aboard OPFAC *Servant*, Morgan Swiggett and I had a truly unbelievable and unforgettable experience serving as crew aboard the USCGC *Tern*.

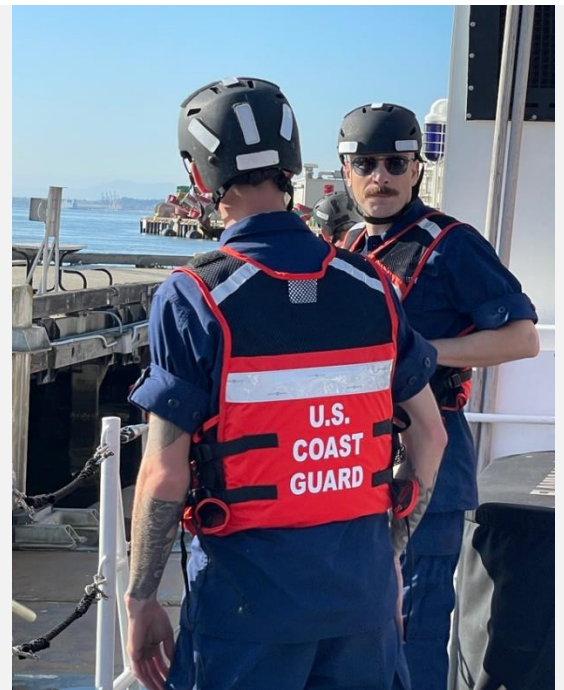
Responding in the affirmative to a somewhat last-minute invitation to join the crew of the USCGC *Tern* by CO Matt Nagle and BMC Joe Gonzalez, Auxiliarist Morgan and I agreed to report at 0645 to start four days of cutter service on Thursday, 6 October. Morgan and I agreed that if we saw a need, we would fill it.

The tone of the command forged by LTJG Nagle and BMC Gonzalez was welcoming and caring. The crew went out of their way to make us feel part of their team. I can't tell you what a wonderful feeling that was. We telegraphed to the crew that we wanted to work and be value-added. The crew saw our willingness and reacted by considering us as crew.

Here is a quick rundown of some of the many roles we played:

1. Worked as Culinary Assistants with CS2 Rivera in the galley
2. Participated in pre-underway way briefing
3. contributed in pre-docking NAV briefs all four days
4. Broke in as line handlers...I had the #4 line, Morgan #2 line
5. Participated in the post patrol sweeping as sweepers
6. Performed lookout on the bridge
7. Worked the helm and throttle for an evolution
8. Lead some dockside tours of the cutter
9. Cleaned the head on the main deck often.

Figure 1 Auxiliary Member Morgan Swiggett of Flotilla 113-12-91 preparing for line handling topside on USCGC *TERN*.



:

Another remarkable thing happened in the galley. While I assisted CS2 Rivera in the galley on Thursday, I didn't finish the day as I was a bit seasick due to constantly keeping my head down to cut vegetables, cook steaks, etc. BMC Gonzalez was kind and gracious, allowing me to use his rack to take a nap and recover, which I did. When I returned to the galley, another shipmate washed dishes, cut vegetables, cleaned counters, cooked meat on the flat top, and more.



Figure 2 Auxiliary Member Morgan Swiggett of Flotilla 113-12-91 with C 21 Rivera, Galley of USCGC TERN

USCGC Tern, ship's bell. I did mention that Morgan and I had a strategy of anticipating needs and then filling those needs smartly and safely. During our last day of Fleet Week, a CS2 from the USCGC *Hawksbill* came over to the USCGC *Tern* to inspect its ship's bell. She searched for the name of a christened baby whose name would appear inside the bell.

Quick aside, when a baby is christened aboard a USCGC cutter, the baby's name and the christening date are engraved on the bell's interior. The bell is used as a christening basin, and CO Nagle taught us that this is a long-standing tradition in the Royal NAVY.

As we inspected the bell, it became immediately evident that sometime in the past, a crew member had cleaned the bell with a Brillo pad or some such tool. It was in horrible condition. We decided to we would take on the responsibility of returning the bell to its proper condition. We felt we had to reciprocate to the CO, BMC, and the rest of the crew for the experience we received from all of them. We left Sunday evening with the bell in hand to be shined and returned to the ship once it was restored.



The four days with the CO and crew of the Tern were an incredible and memorable experience. Additionally, we hoped that they would see the value that Auxiliary members bring to their mission, our mission. When I left the Tern on Sunday evening, I was a bit melancholy for having to leave nine new Coasties we now call our friends. Well, to be completely honest, we consider the leadership and crew of the Tern somewhere north of being friends...

Volunteer

Values

By Roger Bazeley

Team Coast Guard has always upheld the promise to serve our nation by responding to disasters, rescuing boaters in distress, educating America's boating public, and focusing on maritime safety. Recreational boating safety is our first priority. We've asked Coast Guard Auxiliarists to reflect on their commitment to serve others.

Auxiliarist Carol Paz recounts, "I've been a member of the Auxiliary since 1996. The Auxiliary has given me an opportunity to give back to the community. Answering the call to produce needed COVID-19 masks has allowed me to serve both the active-duty USCG and the Auxiliary."

Auxiliary educator Robin Pope notes, "Every year, more than 21 million people paddle a canoe, kayak, or stand-up board. Each year, there are more than a hundred fatalities. Many could have been prevented by a few simple actions. Furthermore, if we highlight the safety problems and safe practices, we can, as instructors, vessel examiners and through publication and distribution of boating safety materials, help educate paddlers to the risks involved and mitigate those risks."

Sierra Division 11 Auxiliarist Victor Beelik's life changed while participating in a Trans-Pacific Yacht Race from Los Angeles to Honolulu. His 72-foot vessel, with a damaged rudder and taking on water, was rescued through a coordinated USCG response. A Hercules C-130 aircraft provided dewatering pumps and fuel, while a 200-foot USCG cutter assisted with emergency rudder installation. His vessel was towed two days back to port by a buoy tender dispatched from Honolulu. Victor's appreciation motivated him to join the USCG Auxiliary in service for over three decades, focusing on vessel exams, aids to navigation, public affairs, and publications.

We've continued to serve *Team Coast Guard* missions throughout the COVID-19 shutdown. Auxiliary flotillas across the nation are establishing specialized training and partnerships with Sea Scout youth under the new AUXSCOUT program. Even with constraints in place during the pandemic, the Auxiliary supported Coast Guard missions while remaining the vanguard for recreational boating safety. Nationally, Coast Guard Auxiliarists delivered over 2.4 million hours of support, performed more than 121,500 vessel safety checks and marine dealer visits, and taught over 6,800 boating safety classes.

Consider our value as USCG Auxiliarists. We are "America's Volunteer Guardians." We dedicate millions of unpaid hours performing critical mission support to *Team Coast Guard* in the form of vessel safety checks, public boating education, marine safety missions, and surface and air operational support.

In order to maintain qualifications and mission readiness, USCG Auxiliary volunteers train rigorously. We maintain our qualifications through operational training exercises, self-study, and virtual learning opportunities, keeping us prepared and mission-ready. Per USCG Commandant Admiral Karl L. Shultz, "Providing training is one of the USCG and Auxiliary joint strategies that helps to build a diverse and inclusive mission environment, which is crucial to attracting and retaining top talent as well as building member engagement. Diversity and expanding the competencies of our people keep the Auxiliary strong and empowers mission readiness and excellence. Our mission is to be the volunteer organization of choice."

Why I Serve in the USCG Auxiliary

By Renee Thomas, Flotilla 1-7 (Bravo Zulu reprint)



Thomas serving with COMO Kevin Cady, current ANACO for Response & Prevention during Hurricane Harvey & Irma (2017)

When asked, “Why do you serve,” FSO-C Renee Thomas answered, “My path to service was inspired by the Coast Guard’s response to Hurricane Katrina. Fundamentally I serve to save lives.”

Boat Forces Coxswain, USCG Planning Section Chief Renee Thomas is currently serving as Flotilla Commander of Flotilla 1-7, Yerba Buena Island, HQ for Sector San Francisco. She is also a Branch Chief for *Special Projects and Contingency Planning* on the Coast Guard Auxiliary National Staff, attached to the *Emergency Management & Disaster Response* Directorate.

After first qualifying in Boat Forces and earning the Boat Forces Coxswain Designation, Thomas participated in multiple SAR operations rescues while assigned as a Coxswain to D-8 Western Rivers, which resulted in successful water rescues.

“FSO-C Renee Thomas’ participation in Katrina came in the form of TDY deployment to participate in the response to Hurricane Harvey and Hurricane Irma. She noted: “The Katrina Response set a very high bar and an abiding service-wide standard that was met with the explicit commitment: ‘Semper Paratus –Always Ready,’ and she ‘aspired to train, qualify and participate to meet that standard, should future circumstances demand it.”

“In 2005 Coast Guardsmen saved more than 33,500 people, rescued from peril 24,135 lives, and evacuated 9,409 medical patients to safety. The rescue and response effort remains the largest single, sustained SAR case in Coast Guard history, involving surface and aviation units from every district. In late August of 2017, Team Coast Guard surged over 2000 personnel from across the service to respond to the disastrous 2017 Hurricane Season.”



Staff of the US Coast Guard Auxiliary Incident Management Auxiliary Coordination Cell (IMACC) deployed to Area Command / Sector NOLA for the 2017 Hurricane Season from left: AUX Renee Thomas, AUX Morrie Bishop, COMO Robert Tippet (DCO District 8-WR), COMO David Starr (Air Operations Director), COMO Greg Kester (ANACO-FC), and COMO Mark Stone (DCO District 1S)

By 2017, Thomas's career had transitioned from surface operations to large-scale Incident Management. Following her deployment to Area Command - Sector New Orleans, she was subsequently assigned by Commander Felton Gilmore (District 8 CR DIRAUX) to lead a joint CG Active Duty & Auxiliary policy development effort for a *“Operational and Training Standards and Doctrine for Joint USCG-USCGAUX Shallow Water Urban Search and Rescue SAR Operations”* Encouraged by her Active Duty and CG Auxiliary leadership, she pursued qualification as a USCG Situation Unit Leader and ultimately as a Coast Guard Planning Section Chief.

Thomas notes that her most recent major deployment “was as part of the US Coast Guard’s response to Hurricane Dorian in September of 2019.” She was assigned to FEMA’s National Response Coordination Center (NRCC) in Washington, DC and stood the ESF-10 watch as a Coast Guard Liaison Officer and Technical Specialist for Oil and Hazardous Waste Response and Mitigation.



From left: LT Christopher Bodner, (CG-MER CGHQ) and AUX Renee Thomas assigned as ESF-10 Technical Specialists & Liaison Officers to FEMA’s National Response Coordination Center (NRCC) for Hurricane Dorian (2019)

“I serve as a member of Team US Coast Guard because it’s an honor to be Semper Paratus, qualified, ready and able to respond professionally and effectively when disaster strikes and lives are imperiled. When we make that kind of difference in the lives of the people we pledge to protect--there is no better feeling in the world or higher calling for me.”

January 2023 District 11NR Board Meeting



Photos: Roger Bazeley AUXPA1

AuxAir Report January 2023



Auxiliary Air (AuxAir) only flew one patrol during January as the other scheduled flights were canceled due to weather. February looks much better for us to fly missions supporting the Coast Guard, the Auxiliary, and our allied agencies.

Ron Darcey organized our Squadron dinner/meeting on 31 January 2023. Our Chief of Staff, Jim Losi, attended and gave an interesting presentation on the recruitment and retention of auxiliary members. Jim reviewed the numbers of Auxiliarists now compared to the much larger numbers we had shortly after 9/11. Jim discussed various tasks available for Auxiliarists and asked Jimmin Chang to tell us about his recent experience as an interpreter on a Cutter off the coast of Africa. Jimmin had a great experience and entertained us with his stories of working with the Cutter crew and interpreting fishing vessel crews along the coast.

We were also pleased to have two helicopter pilots from Air Station San Francisco attend our dinner and share information important to AuxAir. Additionally, we had Auxiliary pilot Shairrie Van Duzer from D11S attend and discuss her work in getting the AuxAir program in District 11S back on track. We have worked with D11S in prior years and will continue to assist them with their aviation program.

Adam Kovalevsky and Doug Kerr have been working on implementing our Personal Protective Equipment (PPE) inspection program, and Adam has figured out how to enter this data in AuxData II (AD2). We recently discovered that our aviation-encrypted radios no longer worked! After Doug investigated, we found the Coast Guard considered our radios "old and surplus" and therefore took them out of service. This Coast Guard action created a significant problem of secure radio communications between AuxAir and the Coast Guard; therefore, the Coast Guard is re-activating our radios. As it turns out, removing radios from service is a problem with all AuxAir squadrons across the country, so the fix should work for all Districts.

Regarding training, we currently have nine auxiliary members in various stages of Observer and Pilot status. We anticipate having these members become fully active soon.

We currently have four airplanes and one helicopter certified and in service. We have two additional fixed-wing aircraft going through the inspection process, with one in the Sacramento-Reno location.

Finally, we have been trying to schedule an AUX-17 (Crew Resource Management) Course for our District, but National has had to cancel each time due to the lack of instructors. The course is required for Pilots, Observers, and Aircrew, and we now have a tentative new time of 17-19 March 2023.

Report by Larry Olson, DSO-AV, District 11NR, Flotilla 113-12-91, San Ramon Valley, Calif.

Past Commander's Association Training Fair

By Tiffany Townsend, ADSO-PB
U.S. Coast Guard Auxiliary photos by Tiffany Townsend

ALAMEDA, Calif. — The U.S. Coast Guard Auxiliary Past Commander's Association (PCA) Fair was held on Coast Guard Island on Saturday and Sunday, January 21 and 22, 2023. This semi-annual training event is organized by past division commanders of the Eleventh District Northern Region with years of leadership experience committed to the future of the Coast Guard Auxiliary. Members of the association volunteer hundreds of hours, providing elected officer training and educating new and upcoming leaders in the Coast Guard Auxiliary.

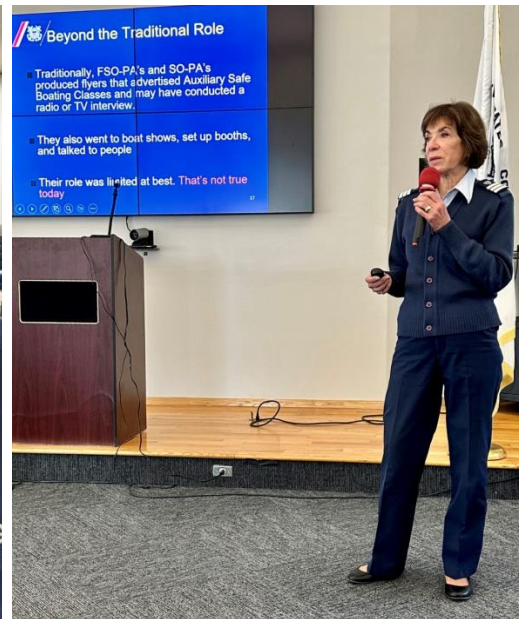
This year's courses included Aids to Navigation, AuxData II, Aux Scouts, Coaching and Mentorship, Core Training, Culinary Assistant Training, Finances, Human Resources Information Services, Marine Safety and Environmental Protection, Operational Training Exercise Planning, Navigation Rules, New Member Academy, Program Visitation, Public Affairs, Radio Communications, Secretary of Record Duties, Surface Operations, and. Wearing uniforms properly.,

U.S. Coast Guard Eleventh District Command Master Chief Phaedra Hooker, Eleventh District Commander Rear Admiral Andrew Sugimoto, and Coast Guard Auxiliary Eleventh District Northern Region Commodore Curtis Han addressed elected officers and division commanders during a luncheon in Gresham Hall.

Training beyond the basics, Auxiliarists driven to succeed in leadership roles continually broaden their knowledge and increase their skills.

"The gap between knowing and doing is larger than the gap between ignorance and knowledge."
— Robert Sutton, Professor of Organizational Behavior, Stanford

Link to photos: <https://photos.app.goo.gl/2BqaQrqw4ZvAVjTAA>



Past Commander's Association Training Fair

By Tiffany Townsend, ADSO-PB
 U.S. Coast Guard Auxiliary photos by Tiffany Townsend



U.S. Coast Guard Eleventh District Command Master Chief Phaedra Hooker, Eleventh District Commander Rear Admiral Andrew Sugimoto, Coast Guard Auxiliary Eleventh District Northern Region Commodore Curtis Han, Immediate Past Commodore Dean McFarren and VNACO Mary Kirkwood addressed elected officers and District Staff Officers at Board and staff meeting. Photos: Tiffany Townsend



The USCG Auxiliary Cutterman Program



By Jim Losi, AUXPA3, AUXCA1, QE, Coxswain, Flotilla 113-12-91, San Ramon, Calif

I vividly remember the first time I heard about the USCG Auxiliary Cutterman Program. It was a Friday morning in October 2012 aboard the USCGC *Aspen* (WLB 208) while underway making way. I was in the galley cutting peppers, and it was 0730 when Commander D'Arcy, CO of the *Aspen* entered the galley and greeted me. He asked me how many days of service I had had in 2012. Since I was not keeping track of the time served, I estimated that I had between 50 and 60 days of service so far. Commander D'Arcy said, "Keep it up, and you will soon qualify as a cutterman!"

Because I still considered myself "green," I didn't fully understand what he was saying. At first, I thought he was referring to some incremental Auxiliary CS (Culinary Specialist) rating, and I thought, "Could it be related to cutting food in the galley?" I then asked CS1 Sean Richmond, now Chief Richmond, what a cutterman was. He explained what a cutterman was in the USCG and its practical and symbolic meaning. I remember being relieved that I didn't ask him if it was related to cutting vegetables or some other absurd assertion

So what exactly is a cutterman? To start, let's examine how the Coast Guard defines a cutterman.

The Cutterman Insignia is a device awarded by the USCG to represent service aboard a Coast Guard cutter. The award becomes permanent after five years of cumulative sea time in the Coast Guard. As noted in the Cutterman Recognition and Heraldry Programs Guide, "The Cutterman Insignia represents the personal fulfillment of the professional training and sea service associated with a seagoing Coast Guard career. Personnel who achieve this distinction are significant contributors to the seagoing Coast Guard."

It's an impressive accomplishment.

During that same patrol aboard the *Aspen*, Commander D'Arcy handed me a memo about a program he thought I should pursue. The USCG Auxiliary has its version of the "Cutterman Recognition Program" with a few variations from the USCG program. In the case of the Auxiliary, any Auxiliarist participating in the program must perform a minimum of 52 days per year (equivalent to one day per week per year) aboard a cutter 65 feet in length or greater for a minimum of two years underway and in port. Of those 52 days, a minimum period of 24 shall serve as "underway days" as defined in cutter employment standards. In other words, those 24 days are underway from the dock at sea. Each candidate must also complete "Basic and Damage Control" for the cutter they are serving and attend "Fire School" if stipulated by the cutter leadership. Each candidate must complete a 'Performance and Qualification (W-PQS)' form as designated by the cutter's leadership's needs. Lastly, Command approval is required for an Auxiliarist to participate in the program and pursue the Auxiliary Cutterman Insignia.

The USCG Auxiliary Cutterman Program

The Auxiliary Cutterman Insignia intends to identify and recognize the commitment of Coast Guard Auxiliarists currently working in the cutter fleet who regularly dedicated their efforts to support the cutter community. The insignia distinguishes those Auxiliarists who have achieved the requisite qualification, knowledge, and cutterman experience, including practical and proven understanding and appreciation for cutter force command, management, and operations.

I received my cutterman award in a ceremony aboard the *Aspen* on 1 July 2015 during an "all hands" meeting on the buoy deck under the leadership of the then-new CO of the ASPEN, LCDR Vanden Heuvel. With my wife Beverly in attendance (Figure 1), I remember being so humbled by such an honor. I would be the tenth Auxiliary member ever to receive the Cutterman award. Currently, we have 20 Auxiliarists nationwide who have received their cutterman award. (Figure 2)



Figure 1: Jim Losi, Flotilla 113-12-91, and Beverly Losi aboard the USCGC *Aspen* for the Cutterman ceremony
Figure 3: DCO Curtis Han aboard the USCGC *Tern* working towards his Cutterman qualification.

List of Auxiliary Cutterman: Ronald Booth D11NR, Steven Roth D6NR, Charles Grossman D1NR, Paula Sara Smith D5SR, Richard Ignore D5SR, Issac Rosenberg D7, John Cary D9C, Robert Kristie D5NR, James Losi D11NR, Joseph Langone D5SR, Davis Gamble D5SR, David Basile D5SR, Gary Kaplan D11NR, Francis Bennett DSE, Sean Grayson D11NR, Lisa Hickman D8E, Mark Bom D5SR, Louis Moms Jr. DSC, Patrick Woolcott D13

RADM Kelly, Superintendent of the Coast Guard Academy, once asked me how I felt about being a cutterman. I said, "Admiral, in order of importance, there was my marriage to my wife, the birth of my children, and next, becoming a cutterman."

The Coast Guard Auxiliary has many different programs for members to participate in. Some are more well-known than others, and some have more participants than others. One of our lesser-known and less participated-in programs is the "Coast Guard Auxiliary Cutterman" program. Since 2005, there have only been 20 Auxiliarists nationwide who have achieved cutterman status; a scant 1/1000 of a percent of all Auxiliarists have earned their cutterman insignia.

District 11 Northern Region has two members currently working towards their cutterman award. Bard Manager of Flotilla 113-06-04 and DCO Curtis Han of Flotilla 113-05-02 are both making steady progress. Bard is assigned to the USCGC *Hawksbill* (WPB-87312), while Curtis (Figure 3) is assigned to the USCGC *Tern* (WPB-87343).

If you are interested in learning more about the Auxiliary cutterman program or want to participate, please contact me at Jlosi@mac.com or call 925.699.1638

USCG AUXILIARY SMARTPHONE PHOTOGRAPHY

The [USCG Auxiliary Photo Corps](#), part of the Department of Public Affairs, consists of professional and advanced amateur photographer members who take high-resolution digital photographs for use within the Coast Guard and Coast Guard Auxiliary. Membership is open to any Auxiliarist with the photographic equipment and skills to produce high-quality images suitable for publication.

Auxiliary Photo Corps members use a variety of cameras, including smartphone cameras. After all, the camera in hand whenever a photo opportunity arises is the best camera! Newer smartphones have two to four lenses and professional controls, from automatic to manual. Take time to explore all camera settings, such as auto-exposure (AE) to darken or lighten the photos, autofocus (AF) for clarity, and the grid to keep photos straight. High Dynamic Range (HDR) combines three different exposures to create one image detailing both highlights and shadows. Burst mode allows a choice of the best photo from a rapid-fire series of shots, panoramic mode produces an elongated scenery photo, and portrait mode narrows the depth of field for a sharp focus on the subject with a blurred background. A tip for clear images while on patrol is to keep your camera level by holding the smartphone with both hands in a “C” grasp while firmly leaning against the vessel. The use of a tripod will similarly help stabilize images while in video mode. Finally, a cushioned case with a lanyard will help protect your device from hard-surface injury.

The appropriate use of photography is essential in public affairs. The U.S. Coast Guard Auxiliary Public Affairs [Impact with Smartphone Photography](#) workshop and [Public Affairs Academy Photography Course](#) materials are available online. These classes were developed by the Public Affairs National Staff to train Coast Guard Auxiliarists in digital photography.

The Coast Guard Auxiliary Photo of the Week (POTW) program, administered by the Photography Branch of the Public Affairs A-Directorate, highlights photos of exceptional quality that accurately convey Team Coast Guard missions and significant special events. Before submitting photographs for publication in The Navigator, Navigator Express, on social media, Auxiliary publications, or local publications, please review them carefully for U.S. Coast Guard and Auxiliary policy adherence. Everyone in the photo shall wear uniforms properly. All persons shown must be using safe and proper procedures (i.e., not standing behind an active tow line, not sitting on the gunnel while underway, and wearing a buckled life jacket while on the dock or underway). If children are present and recognizable in a photo, a signed release permitting Coast Guard Auxiliary use is required.

Prior to publication, you must have approval through your Auxiliary chain of leadership, as well as from the Coast Guard unit commander when Coast Guard assets and activities are captured. This may include your flotilla or division commander, your division or district staff officers for publications and public affairs, the Coast Guard station commanding or executive officer, and/or the U.S. Coast Guard Sector San Francisco Public Affairs officer. If unsure who to contact for publications approval, please ask your Auxiliary unit commander for assistance in initiating appropriate communications.

Please read, know, and operate within the Coast Guard Auxiliary digital photography guidelines. Remember to submit all photos for use in our district and national publications in high resolution without manipulation other than cropping and global exposure adjustments, and include a caption identifying the event, date, and participants. The U.S. Coast Guard Auxiliary will not knowingly publish a photo that does not represent Team Coast Guard truthfully and respectfully. [By Gail Giacomini, Flotilla 113-14, Central Marin](#)



Capt. Taylor Lam
Keynote Speaker



FEATURE STORY

CHANGE OF WATCH CEREMONY

In November of 2022, Sector San Francisco, District 11 North, Division 4 had their Change of Watch ceremony. This ceremony is a time for member recognition and awards, introducing new leadership members, but most importantly a time for fellowship!

New Division Leadership was sworn in (depicted below) by District Commodore Dean McFarren and COMO-elect Curtis Han. The keynote speaker was Captain Taylor Lam, Sector San Francisco Commander and Captain of the Port. Vice Commander Michael Brown accepted the Flotilla-of-the-Year Award for Flotilla 4-1, Denver Driberg the Auxiliarist-of-the-Year Award and Neil Slawson the "Outstanding Newcomer-of-the-Year" Award.

Our successful event was held at the Sequoia Country Club at the Port of Redwood City, CA. ■



MEMBER SPOTLIGHT

Denver Driberg has served in the US Coast Guard Auxiliary for over 10 years. He is currently a Flotilla Staff Officer in Member Training (FSO-MT), Instructional Services (FSO-IS) and Human Resources (FSO-HR). He also serves as the Division Staff Officer in Member Training (SO-MT), Human Resources (SO-HR), and Diversity (SO-DV). In previous positions held, Denver has also served as a Flotilla Commander and Vice Commander.

Denver is an Academy Admissions Partner (AAP) to the US Coast Guard Academy in New London, Connecticut. Denver also serves on National Staff with the Diversity and Inclusion Directorate, Administrative Investigations Directorate and International Affairs in the Interpreter Corps.

Denver is a retired Educator from the Rialto School District and served as a High School Teacher in Business and Social Studies.



DENVER DRIEBERG

Denver is currently a member of the Redlands Police Department. Previously, Denver was a member of the San Bernardino County Sheriff's Department. Denver also serves in the United States Army with the California State Guard.

Denver most enjoys traveling, sports and photography. ■

2023 Coast Guard Auxiliary Division 1 Changes of Watch

The U.S. Coast Guard Auxiliary District Eleventh Northern Region's Division One Senior Area hosted a combined Change of Watch ceremony with Flotillas 01-04 (Central Marin), 01-07 (Point Bonita), and 01-09 (Coyote Point) at the Berkeley Yacht Club on Saturday, February 4. The Flotilla 01-02 Change of Watch Ceremony was held separately on Saturday, December 3, at the Sausalito Yacht Club. Outgoing Division Commander, Commodore Dale Fajardo and Flotilla Commander Tiffany Townsend were masters of ceremony, respectively.

Honored guest Capt. Taylor Lam, U.S. Coast Guard Sector San Francisco Commander, delivered opening remarks giving thanks for our volunteer service to Auxiliary members and guests during the Division 1 event. Director of the Auxiliary, CDR Christina Jones, Operations Training Officer CWO2 Thomas Perez, and Ms. Tina Perry represented the District 11NR DIRAUX office. Coast Guard Sector San Francisco Auxiliary Liaison Officer (AUXLO) LT Natasha Kenney and incoming AUXLO ENS Rachel Jankelow were also in attendance.

Coast Guard Auxiliarists who served exceptionally during 2022 were recognized at the division and flotilla levels.

Division 1 Awards

Joe Bernstein Perpetual Trophy for Individual Achievement: Michael Mitchell

Teasdale Award for Surface Operations: Lou Sarto

Bonnie Bennion Award for Communications: Desmond Thorsson

Charles Elliott Recreational Boating Safety Award: Cassandra Mani

Unsung Hero Award: Lou Sarto for contributions during the Mavericks Festival

Division Commander's Award: Alex Bennett

Administrative Merit Awards:

- Lilli Ferguson: Marine Safety
- Nancy Marion: Operations and Finance
- Carol Paz: Communications
- Tiffany Townsend: Public Affairs and Publications
- John Fortner: Materials and Vessel Examinations
- Robert Aston: Information Services
- Nancy Peterson: Diversity

Flotilla Recognition:

- Best Overall Performance: Flotilla 14
- Most Improved Performance: Flotilla 14
- Recruitment Award (Three-Way Tie): Flotillas 12, 14, and 17
- Advancement Award for Member Training, Recruitment, and Retention: Flotilla 17
- Service Recognition Oar Plaque: Division Commander COMO Dale Fajardo

Flotilla 12 Awards

Service Recognition:

- Administrative Hours: Tiffany Townsend
- Coast Guard Support: Jerry Eaton
- Operational Hours: Pete Gorenberg
- Program Visits: Cassandra Mani
- Public Affairs Hours: Roger Bazeley
- Vessel Safety Checks: Rick Saber
- Flotilla Commander's Award: Pete Gorenberg
- Friends of Flotilla 12:
 - Alex Bennett
 - Peter Shamray
- *Spirit of the Auxiliary Award:* John Foley



Division One Change of Watch (COW) COMO Dale Fajardo the MC presenting awards to Arnold Gelb, Lou Sarto.



Right: Swearing in of the new 2023 Flotilla and Division Staff Officers



Left: Flotilla 17 Officers 2023



L: Carol Paz, Arnold Gelb, Micheal Mitchel, C: Capt. Lam USCG and VNACO Mary Kirkwood. R: CA John & Angie Foley



Left: Peter Gorenberg the 2023 Division Chief with Tiffany Townsend, Center: Capt. Lam USCG, Micheal Mitchel COMO Dale, Sue Fry, Dale Fajardo. Left: COMO Dale Fajardo and DVC 2023 Peter Gorenberg - Photos: Roger Bazeley



Peter Gorenberg & Tiffany G. Townsend



Lt-Rt Flotilla Officers Peter Gorenberg, John Foley, Terry Blanchard Tiffany Townsend, Alfonso Faustino, and Bob Golden



FC Tiffany Townsend presents award to Alfonso Faustino *Center:* John Foley the 2023 FC accepting award. *Rt.* Awards



Left: Flotilla 12 group photo *Center:* Cassandra Mani presented award by FC Townsend, *Photos:* Roger Bazeley AUXPA1

Flotilla 14 Awards

Administrative Merit Awards:

- John Fortner, for diligent stewardship of the PPE program
- David Bell, for revitalizing the flotilla's Marine Safety program
- Mary Kirkwood, for continued and successful Public Education outreach
- Gail Giacomini, for extraordinary efforts in publishing the monthly Silver Zephyr

Flotilla Commander's Award: Nancy Marion

Flotilla Commander's Service Recognition: Alex Bennett

Herbert P. Golenpaul Award: Lou Sarto

Recreational Boating Safety Award: Lou Sarto

Unsung Hero Award: Chris Armbrust, hybrid meeting development and refinement

Flotilla 17 Awards

Flotilla Commander's Award - Cynthia Dragon

Flotilla 19 Awards

Merit Awards:

- Boat Crew Hours: Gary Kaplan
- Coxswain Hours: Terry Blanchard
- Administrative Support: Albert Chiu
- IPFC: David Beltran
- Past FC: Brian Tokumoto
-

Andy Abbott Memorial Flotilla Commander's Award: Nancy Peterson

Bonnie Bennion Award for Communications: Dick Wong

Commander's Award for Operational Hours: Terry Blanchard

Joe Hardman Award for Vessel Safety Checks: Herman Haluza

Wayne Wattson Award for Instructor Hours: Gary Kaplan

Flotilla 19 Unsung Hero Award: Debbie Tokumoto, for finance and information services

Tiffany Townsend, outgoing Flotilla Commander emphasized the call to service during December's Flotilla 12 Change of Watch. "Our work is important," reflected Townsend, "and there's no better way to become engaged than to serve at the "boots on the ground" level as an officer in the Coast Guard Auxiliary. This [level] is where things happen, and we directly impact our local boating community." She said, "I know through experience that the more you participate, the more opportunities you'll have to learn new skills and interact with interesting people. You'll feel more connected and more satisfied with your volunteer service."

Closing comments at the Sausalito Yacht Club, provided by incoming Flotilla 12 Commander John Foley, focused on Coast Guard support and improving member involvement through additional fellowship opportunities in 2023.

Concluding remarks for the Division 1 Change of Watch at Berkeley Yacht Club were delivered by incoming Division Commander Pete Gorenberg. "I know I will benefit in having the opportunity to work with Alex Bennett," remarked DCDR Gorenberg, "as well as the numerous other talented elected and appointed officers and Auxiliarists representing Division 1, many of who have served as amazing mentors. The secret recipe is a tried and true formula — if surrounded by capable people, the rest somehow works itself out."

By Tiffany Townsend, ADSO-PB
U.S. Coast Guard Auxiliary

Photos by Roger Bazeley,
AUXPA1



Dr. Tiffany Townsend is ADSO-PB of District 11NR and serves on the National Staff as Branch Assistant for the Navigator Express.

Bugler's Call to Remembrance at the Presidio



The bugler stands straight as a sentinel; a lone figure silhouetted by the golden glow of the late afternoon's setting sun. The bugler while in solitary reflection, snapping to attention, slowly and deliberately raising the horn to his lips while inhaling a deep breath of the surrounding air.

Surrounded by tall shade trees, flags waving in the coastal winds flowing through the Golden Gate, and groves of eucalyptus and cypress of the Presidio, surrounded by thousands of stone markers and headstones of our nation's fallen heroes, the lone bugler's first notes sorrowfully float on the afternoon's breeze this Memorial Day.

The bugler plays with respect, musical notes that honor those individuals who served, whether Spring, Summer, Autumn or Winter at the Presidio, marking points of historic sacrifice. Each note of twenty-four is played in sequence to remember our fallen who sacrificed through dedication, belief and duty with honor – our fathers, mothers, sisters, brothers, neighbors, and Gold Star families. The bugler stands steadfast as the notes of Taps carry into the distance and rise to the heavens.

The lone bugler plays the last of the twenty-four notes of Taps sustaining the last note with an emotional, quivering finality, until it drifts off, tapering into silence. All is still but the snap of waving flags and rustling of leaves from the wind sweeping through the Presidio's giant, majestic eucalyptus and cypress trees. Notes of Taps still linger in memory as we remember the fallen, but not forgotten.

At the Presidio Memorial, as night comes, the bugler, as a lone sentinel and keeper of played notes, penetrates the souls and hearts of all who listen and remember, respectfully lowers the trumpet and salutes the fallen, all present and, the American Flag at half-mast.

People gathering at the Presidio disperse and wander about the trees and monuments of the Presidio, some quietly weeping and others walking in groups or couples. Some families sit on blankets between the headstones of loved service members, and with children taking family "selfies," relax within the Presidio's place of comfort and remembrance.

Those who have experienced San Francisco's Presidio shall never forget the family gatherings, walks, biking, running and moments of reflection and remembrance in this space, a space to fully experience all that is life.

By Roger Bazeley AUXPA1, Photo: San Francisco, Presidio USCG Auxiliary Public Affairs, Bugler 6/3/2021 by CGAUX PA



**Raising Colors at USCG Sector San Francisco, Yerba Buena Island SF.
Photo by Roger Bazeley AUXPA1**

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



DIRECTORATE "G" - USCG AUXILIARY SUPPORT CHAPLAIN PROGRAM (ASC) Pacific Division, District 11NR, S.F. Bay Area



(Rt) CAPTAIN SANTIAGO RODRIGUEZ – "RODDY" is the Senior United States Coast Guard Pacific Area Command (USCG PANAREA) Chaplain, a 2004 Doctor of Ministry graduate, endorsed by the Seventh-day-Adventist Church, whom the Pacific ASC Program serves. He leads a team of four District Chaplains, four sector/base Chaplains, one Maritime Cutter Forces Chaplain, and 18 Auxiliariest Clergy Support Chaplains. Under his leadership, the team spiritually facilitates and advises commanders on morale, care, and quality-of-life programming. His team ministers to "team" Coast Guard members and civilians who ... [patrol] the US's borders, coasts, waterways, and seas.¹

Directorate "G" Auxiliary Support Chaplain Program's (ASC) leadership organization flows from the Auxiliary NACO Gus Formato with the CG Auxiliary Chaplain Tom Walcott through three chain-of-leadership positions and the WEB/PAO Rabbi Isaac Rosenberg to the "G" Directorate Director, Chaplain Captain Phil Poole, who supervises four ASC Branch Chiefs from East, West, Pacific, and Training sections.

The Auxiliary's Pacific Division Chief Abel Lara, FI 114-11-12, Big Bear, Calif., is in charge of four Auxiliary Branch Districts within the Coast Guard's Pacific area, or "PACAREA." These Districts are 11Northern Region (NR) and 11 Southern Region (SR) comprising Northern and Southern California, Nevada, Utah, and Arizona; 013, Washington, Oregon, Idaho, Montana, Alaska; and 017, Hawaiian islands, Guam, American Samoa, and activities in Saipan, Singapore, and Japan. Auxiliariest Chaplain Gail Porter GI 130-45, Bremerton, Wash., is the Branch Chief for the Pacific District's Training Support for Branch Chiefs.

The Pacific Division's District 11 Northern Region/Southern Region Branch Chief is Chaplain Reverend John Zinke served thirty years as a chaplain in the US Army and the Department of Veterans Affairs and is an endorsed chaplain with the American Baptist Churches, USA. Rev. Zinke assists three chaplains within District 11NR, Sector San Francisco, and three within District 11SR, Sector Los Angeles/San Diego, to provide chaplaincy support and Auxiliary training as needed.² He is a member of FI 114-13 of the 1st West Coast Guard Auxiliary Band of Arizona and resides in Cortaro, Arizona.

Rev. Michael A. Chester of Adventist Chaplaincy Ministries, North American Division, and a member of District 11NR, Division 4, South S.F. Bay, FI-46, Redwood City, is the USCG Auxiliary Chaplain providing chaplain support services for Bay Area residents.



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

(Rt) Navy Chaplain, Rev. Michael Chester, CG Auxiliary Chaplain at the 2022 Port Chicago Remembrance ceremonies



The upcoming "Four Chaplains' Day" ceremonies on Friday, 03FEB 2023, remind us of the chaplains' critical support for the services, including the Coast Guard Chaplains and the Coast Guard Auxiliary Chaplain Support Program. The day memorializes four army chaplains for their bravery in the aftermath of the 03FEB 1943 WWII U-233 sub torpedo sinking of the army transport ship, the USAT *Dorchester*, in the waters off Greenland. The four faith-diverse chaplains (Lt to Rt): Methodist Reverend George L. Fox; 'Reformed Church in America' minister, the Reverend Clark V. Poling; Reform Rabbi Alexander D. Goode (Ph.D.); and Roman Catholic priest Father John P. Washington, assisted their panicked shipmates, gave away their life jackets, and prayed together with linked arms on the ship's deck as it sank.³ "Four Chaplain's Day" service program at the link below.⁴

¹<https://www.pacificarea.uscg.mil/Our-Organization/Pacific-Area-Chaplain/>

²<http://wow.uscgaux.info/content.php?unit=g-dept>

³ **Four Chaplains Day** by [Veteran.com Team](https://veteran.com/four-chaplains-day/) <https://veteran.com/four-chaplains-day/> Joe Wallace is a 13-year veteran of the United States Air Force and a former reporter for Air Force Television News Updated: 20 May 2021. Photo by Master Sgt. Chris Botzum

⁴[4ChaplainProgram2023-Invitation.pdf](#) is Rev. Chaplain John Zinke's sample program for his *Four Chaplains* event. By Gail Giacomini, AUXPA3, FSO-PB, FL 113-14, Central Marin

Chaplain Tom Walcott Joins the Auxiliary Chaplain Ranks*

One of his priorities when Capt. Tom Walcott became Chaplain of the Coast Guard was re-energizing the Coast Guard Auxiliary Chaplain Support program. ...

"... Walcott's vision for the ACS program aligned with the Coast Guard Auxiliary role as a force multiplier for active duty and reserve Coast Guard members. With only 48 active-duty Navy chaplains and nine Navy reserve chaplains assigned to serve a total of more than 56,000 in the Coast Guard family, the need for qualified [Coast Guard Auxiliary] religious personnel ... was evident.

(Rt) Chaplain Tom Walcott joins the Auxiliary Chaplain ranks as the 100th ACS member...



Under Walcott, the ACS program established rigorous prerequisites for chaplains. Each Chaplain must meet the same requirements the Department of Defense (DoD) has for its chaplains regarding education, experience, and endorsement from a religious organization recognized by the Armed Forces Chaplain Board.¹

He has completed all the required training [himself].² [After] retiring ... to Grandville, Michigan, ... where he and his wife, Jaci, will live, Walcott will take his place [as an Auxiliary Chaplain] in the Ninth District.

... Walcott points out that the ACS Chaplains offer flexibility – they can respond more quickly than reserve chaplains, [and] ... "usually the ACS chaplain knows the area and local resources better than the active duty chaplain and can make appropriate referrals more easily ... "[which] has freed up active duty chaplains to go to sea for longer, given land-based support by ACS Chaplains."

Phillip Poole succeeded Auxiliarist Doug Kroll, a retired Navy reserve chaplain who renewed the ACS program in 2017, in the newly created Auxiliary 'G' Directorate... [The Directorate's chaplains] support the Coast Guard's changes of command, funerals, burials at sea, retirements, baptisms, weddings, blessings of the fleet, official ceremonies, and hospital visitations. counseling and meeting the religious needs of Coast Guard members."

... Poole declared, "I see the ACS program assuming more and more roles. ... Navy chaplaincy and Coast Guard leadership are totally on board, [and] the program is widely known." He adds there is a real force multiplier effect. "Where active duty chaplains are taking the time to train and utilize their ACS team, the quality and quantity of ministry we can provide has skyrocketed." Since March of 2022, Poole adds, "ACS Chaplains have been assigned to support nine underway Coast Guard cutters...."

Former Coast Guard Auxiliary Chaplain Captain Daniel Mode was equally enthusiastic about the growth of the ACS Chaplain corps. ... "I have had the joy to approve nine new ACS Chaplains, including my predecessor as our 100th Chaplain. I am excited to see this vital program grow and mature. Our Coast Guard family now needs the religious ministry and care of chaplains more than ever!" ... The number just grew to 100² with the addition of Chaplain Tom Walcott to the ACS program. Welcome to the Silver Side, sir!

* Reprint from MyCG Oct. 4, 2022. [Auxiliary Chaplain Support Program](#) Edited by Gail Giacomini, AUXPA3, FSO-PB,

Additional Information:

¹ Auxiliary Chaplain Support Program [COMDINST 1730.5B](#)

² [https://d113.cloud.d11nr.info/documents/northwind 2021/NW-2021-Q2.pdf](https://d113.cloud.d11nr.info/documents/northwind%202021/NW-2021-Q2.pdf)

Training ACS Chaplain's training requirements are ...B.A., Master's in theology, Ecclesiastical Endorsement, a Moderate Risk Background Check, and active Auxiliarist in good standing with Basic Qualification (BQ), current in Core Training, and free of an investigation by DIRAUX. **Annual training under a Coast Guard Chaplain includes** *Confidential Communication, Religious Accommodation, Crisis and Referral Resources, and Chaplain Support for Sexual Assault Prevention and Response.* **Source:** *Northwind*, Vol. 28, issue 2, "Auxiliary Chaplain Support, Expanding Religious Ministry Capacity to Better Meet Coast Guard Needs" by Chaplain Greg Schaefer – [Locate your local Chaplain](#)

- (ACS) Program Staff [Directory](#)
- [Chaplain Frequently Asked Questions \(FAQ\)](#)

ETERNAL FATHER STRONG TO SAVE

Eternal Father, strong to save,
Watch over those who guard our coasts
Protect them from the raging seas and
all who navigate the mighty Oceans deep.
Grant light to navigate, and life and peace
to those in peril on land, sea and fly above.

Lord, guard and guide those who fly
and those who on the ocean ply
Be with our troops land, sea, and in the air;
And all who for their country stand;
our Coast Guard & Auxiliary brothers and sisters,
be with these guardians day and night,
And may their trust be in thy might.

Lord, guard and guide our aviators who fly
through the great spaces in the sky,
Be with them always in the air,
in darkening storms or sunlight fair.
Guide those who navigate on high,
who through grave unknown perils fly
search and rescue missions for those in peril.

Lord, we pray that political chaos, dark and rude;
with its resulting angry global tumult cease,
and give, for wild confusion – peace;
For our national and Coast Guard leaders who are
guided by you – with their loyalty and courage
supported through volunteering and duty.

Lord, we seek wisdom and guidance in protecting
the USCG, Auxiliary volunteers, sailors and
fisherman from storms of strife and danger,
And guiding them to a fulfilling life as volunteers
in doing public service for our communities and
nation in protecting life and our environment.

O Trinity of Love and power!
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,

Protect the USCG and Auxiliary volunteers in
their critical missions; served with honor,
duty and their passion to serve those in peril.

Thus evermore shall rise to Thee
Glad hymns of praise from land, sea, and air.

AMEN

USCG/AUXILIARY ADAPTATION: ROGER BAZELEY



*Top: John Foley CA in USCGC Aspen galley. Bottom: 2023 new D11 USCGC Alder -- Sector San Francisco
Photos by Roger Bazeley AUXPA1 D11NR*