



# Flotilla 19 NEWS

*March, 2010*



## **Flotilla Commander's Report** *By Gary Cordrey, FC*

We have started the New Year with exciting news. Our membership has increased: a warm welcome to Ryan Langley, Andrew Breiteneder, and Agnes Doutre, and welcome back to Clint and Jan Nauman. Hoyt Hatfield has been instrumental in expediting the process by doing all the paper work in a timely manner.

Darcie Haskell has agreed to assume the staff position of Finance Officer and will be onboard when she returns from a winter vacation in Mazatlan, Mexico, in early March.

Terry Sanchez and Randall Kall have revitalized the education arm of the Auxiliary by presenting both regularly offered classes and new, dynamic workshops that continue to stir the interest of people in

the boating community. Classes offered include a basic boating safety class which provides information needed to qualify for Washington State's boater's card; the women to women seminar, "Suddenly In Command"; Radar; Charting; and using the VHF radio. Presentations have been held at West Marine in Blaine and the Blaine Harbor Marina conference room. Drew West, Kathryn Wellington, Darcie Haskell, Lou Herrick and Chris Doutre assist in teaching classes, providing class content information and being available whenever needed.

### **GNATS!**

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The Great Northern Area Training Session will be held in Oak Harbor on Whidbey Island from Friday April 1 to Sunday April 3. All members are welcome to attend and participate in a variety of classes and programs. A complete list of accommodations, meal availability, and fellowship opportunities, along with the class sign up process, will be published shortly. Classes will be held at Skagit Valley College in Oak Harbor. The keynote speaker will be Captain Ferguson, Captain of the Port, Sector Puget Sound. Lodging is available at The Naval Air Station Hotel for \$40.00 per night. For reservations contact Leo Leonard at [leo.d.leonard@uscg.mil](mailto:leo.d.leonard@uscg.mil). He will need your name, how many nights, phone number, and e-mail. He will contact you by phone. The Base needs to know how many rooms we need to block off. Please contact him ASAP! If you prefer to stay off-base, there are many other hotels in Oak Harbor from which to choose.

Previous editions of this newsletter can be found online at: [www.cdoutre.org/f19](http://www.cdoutre.org/f19)

## **Welcome, Agnes Doutre**

*By Gary Cordrey, FC*



I'd like to welcome a new member, Agnes Doutre, who just moved to Birch Bay from Santa Cruz, California. She recently retired from a project management position at IBM and has decided to offer her time and skills to the Auxiliary. She sails with her husband Chris aboard their sailboat *True North*, and loves cruising to interesting harbors. As soon as her application paperwork clears DIRAUX, Agnes has agreed to accept the staff position of FSO-SR. Thank you Agnes, and Welcome Aboard!

## **The Anatomy of a Disaster**

*By Terry Sanchez, FSO-PE*

*[All names in this true report are fictitious – Ed]*

Jane and John Smith registered and attended the ABS class that began in January and was held at West Marine in Blaine. My best estimate was that they were both in their 70's and they did not appear to be in the best health. They were spending a great deal of cash on a newly purchased a 47' sailboat and equipment, and planned to depart for Alaska soon after the class was completed. It soon became apparent to the store manager that they knew little about an open water transit in very unpredictable and dangerous weather conditions. Additionally, they had never sailed and had not taken the boat from the slip since they purchased it.

John was a commercial fisherman. Apparently John and Jane were at least partial native Aleuts, who sold their commercial fishing rights and received a great deal of money. Neither had sailed before, and John's experience was confined to offshore fishing from a trawler. The story goes downhill fast when it was found that the duo did not have passports, I-68's, or any proof of citizenship that would enable them to anchor or seek refuge in Canadian waters. This story was beginning to read like an accident report! Both instructors advised them to delay their trip north until: 1) they knew their boat and equipment and the hazardous narrows and waters they would have to transit, 2) they had proper documentation to transit and seek safe harbor in Canadian waters, and 3) the weather was more conducive to a safe journey. John interjected that they "had 45 days to remove the boat from Washington waters before taxes would be collected, and the time was up tomorrow!" He further stated that they planned to motor or sail straight through to US waters and they would carry enough provisions to sustain the journey. Again both instructors and the store manager pleaded that they clearly did not understand the danger involved to no avail. Faced with their persistence we told them if they encountered dangerous conditions to "head for shore" regardless of the possible outcomes from the authorities. They stated that they would.

Evidently somewhere in the process John, to his credit, realized that he may be in trouble and included in his purchases new anti-exposure suits, and a new canister raft, among other first class safety equipment. The Flotilla Commander was solicited for his expertise concerning canister rafts, and an expensive and adequate raft was selected. The store manager gladly helped John equip the boat but made it clear that first class equipment did not substitute for common sense, and that he was putting his crew and boat in harm's way.

And, oh yes, the crew! John spent some time in West Marine and during one trip he commandeered Sally, a young lady who came to apply for a job. My guess is that Sally was no more than 20, and when I asked Sally about her boating experience it became clear that her only boating experience was that she had a picture of someone who had a picture of a boat. He offered to pay her to crew, and she agreed to head north with them. It was clear to us that Sally viewed this as an "adventure of a life-

time.” John proceeded to purchase an anti-exposure suit and other safety equipment for her and the store manager’s assistant, let’s call him Bill, planned a vacation and signed on as well. His sailing experience was that he owned a 36’ sailboat, but had no offshore or inside passage experience. He also enrolled Sally in the ABS course. So, now we have three of the crew in the ABS class.

The class instructors became aware of the unfolding story a little at a time as the course progressed, with most information being unveiled by the store manager just as the last class was about to take place. As instructors, we had some important questions to answer and decisions to make. After all we were about to certify that this crew had a basic understanding of water safety. Was the mere fact that they were about to embark on a journey that was clearly outside their expertise and knowledge of danger, grounds to not certify them? How about not even taking the sailboat out for a “shakedown” cruise? Or not having a clue how to sail? Or not having proper documentation that would allow them to seek safe harbor? Is the “potential” for a disaster an argument for denying certification? What is our responsibility and liability as Auxiliarists? These were some of the questions that the instructors struggled with. As

a side note, John said they were to depart the next day at 3 p.m. Only out of curiosity both instructors visited the boat about noon that day. I won’t relate everything I saw, but two things struck me right away. The canister raft was placed on the cockpit roof and was not bolted to anything, and an HF single sideband radio appeared to be functional but was set unrestrained on a galley counter.

The facts in this case are true but I have changed the names to protect the guilty. The purpose of relating this story is to put forth an interesting case study that presents a situation that we as instructors never thought we would encounter. In the end Jane did not pass the exam; I mean she really “tubed” it! What did we decide on John and Sally? Come to the March Flotilla meeting and we will update you as to what we decided and what we know about their progress.

### **Flotilla Calendar Updates** *By Chris Doutre, FSO-PB*

We have received a few updates to our flotilla events calendar. If you are interested in participating in any of these events, please get in touch with the contact named in the chart below. If there is no contact listed yet, and you want to get involved, please contact FC Gary Cordrey.

| <b>Event Calendar For 2011</b>       | <b>Date</b>    | <b>Contact</b>                     |
|--------------------------------------|----------------|------------------------------------|
| Birch Bay Village Boating Safety Day | April 2        | Art Cummings, Ed Merta             |
| Point Roberts Marina Safety Day      | April 16       | Lou Herrick                        |
| Semiahmoo Resort Opening Day         | May 7          | Gary Cordrey                       |
| Blaine Harbor Opening Day            | May 7          | Art Cummings, Kathryn Wellington   |
| Sandy Point Marina Opening Day       | May 14         | Lyle Schrag                        |
| Ski to Sea (100 years old)           | May 28         | Drew West, Michael DeAnnuntis      |
| Flotilla Rendezvous La Conner        | June 24 – 26   | Gary Cordrey, Kathryn Wellington   |
| Blaine Old Fashioned 4th of July     | July 4         | Richard Coons, Pat Guimond         |
| 32nd Annual Birch Bay Discovery Days | July 16 – 17   |                                    |
| BP Refinery Safety Days              | July           | Drew West                          |
| Ferndale Old Settlers Picnic         | July 28 – 31   |                                    |
| Blaine Sail-A-Bration                | July           | Hoyt Hatfield                      |
| Drayton Harbor Days                  | August 6 – 7   | Michael DeAnnuntis, Pat Guimond    |
| Sandy Point Bullhead Derby           | August 20      | Lyle Schrag                        |
| Northwest Washington Fair            | August 15 – 20 | Michael DeAnnuntis, Sheri McIntosh |
| Semiahmoo International Regatta      | September 10   |                                    |

## AUXOP Update

**By Art Cummings, FSO-MT**

The Operational Auxiliarist Program (AUXOP) was originally established to provide advanced training to members involved in the boating program. This changed on January 1, 2011, when the AUXOP was expanded to allow Auxiliarists to focus on advanced training in several areas of specialization: air, boat or marine safety operations. This new opportunity serves a twofold purpose: allows members to specialize in their own area(s) of interest, and makes additional skill sets available to the Coast Guard to meet mission requirements.

The new AUXOP consists of three learning areas: core, leadership and elective (specialized training). Core area training consists of three established Auxiliary specialty courses: Weather (AUXWEA), Seamanship (AUXSEA) and Communications (AUXCOM). The leadership requirement is to complete one of the five leadership courses listed in the program. In the elective area, there are a number of air, boat, marine safety and incident command system courses from which to choose. Members can select any combination of elective courses to complete their AUXOP requirements.

The new AUXOP program is an opportunity for you to match your learning interests to a skill set that will better meet today's Coast Guard mission requirements. For more info on the new AUXOP, visit [www.cgaux.org/training/AUXOP.html](http://www.cgaux.org/training/AUXOP.html) or contact Art Cummings, FSO-MT.

**Help Wanted, Materials Officer: To be responsible for ordering and managing all supplies and equipment acquired by the flotilla. For more information, or to apply for the job, contact Gary Cordrey, FC, or Michael DeAnnuntis, VFC, FSO-MA.**

**Next Flotilla 19 Meeting: Wednesday March 2nd, 7 pm, Blaine Marina Conference Room, 235 Marine Dr., Blaine, WA. See you there!**

## New Schedule for Staff Meetings

**By Chris Doutre, FSO-PB**

At the February staff meeting, the staff members present decided that it would be preferable to hold our regular monthly staff meeting on the third Wednesday of the month, as opposed to the fourth Wednesday. The idea is to provide more time between planning each flotilla meeting and actually getting ready for it. Accordingly, the March staff meeting will be held at CJ's Beach House at 7:00 pm on Wednesday, March 16<sup>th</sup>, not the 23<sup>rd</sup>. The optional pre-meeting dinner starts at 6:00 pm. Auxiliary members are always welcome. This meeting is not open to the public.

**Correction: In last month's newsletter, we published a photograph of Diane Cordrey leading the "Suddenly In Command" seminar. We neglected to mention the photographer's name: Kathryn Wellington, FSO-MS. Sorry about that.**

## Calendar of Flotilla 19 Newsletter Deadlines

**By Chris Doutre, FSO-PB**

Notice to FSOs: As a Flotilla 19 Staff Officer, you are requested to contribute articles to the Flotilla 19 Newsletter, perhaps not every month, but from time to time. (The exception to that would be Gary and Michael, who are expected to write at least one article between them every month). The newsletter is published on the Sunday night prior to the flotilla meeting. Since I need a few days to produce it, please have your articles in to me by 5:00 pm on the Friday night prior to that Sunday. Note that there is no need to wait. I would be happy to accept your articles at any time during the month. Note also that you are not limited to one article per month. If you have multiple topics that you believe would be of interest to our members, feel free to contribute as many articles as you like. I do not anticipate having to refuse anybody due to having an excess of articles to publish. Here then, for your assistance, is the calendar of deadlines for this year. Please add these dates to your personal calendar.

### Calendar of Newsletter Deadlines

| Meeting | Deadline |
|---------|----------|
| 3/2     | 2/25     |
| 4/6     | 4/1      |
| 5/4     | 4/29     |
| 6/1     | 5/27     |
| 7/6     | 7/1      |
| 8/3     | 7/29     |
| 9/7     | 9/2      |
| 10/5    | 9/30     |
| 11/2    | 10/28    |
| 12/7    | 12/2     |

All flotilla members are welcome to contribute to the newsletter. Email your articles to Chris Doutre, FSO-PB. Plus, if you have burning questions, or newsletter article ideas, please send them to me and I will find someone to write an article on your topic.

### **New Members Want You! To Mentor Them.** *By Michael DeAnnuntis, VFC*

Flotilla 19 is looking for a few good mentors. As we all know, when you first join the Coast Guard Auxiliary there is a lot of information that you need to learn in order to be a successful member. For example, where to pick up uniforms, uniform regulations, what programs are available to you, who do you contact to get training, personal protective equipment, and so on.

I am excited to report that a few of the Flotilla 19 staff members are working on a New Member Orientation program. To launch this program, we are looking for a few good mentors who would be willing to help develop the program and, most importantly, be willing to help a new member become familiar with the flotilla and the Coast Guard Auxiliary. If you would like to participate in the New Member Orientation program please contact Lou Herrick, Gary Cordrey, or myself. Let's roll.

### **VHF For Mariners Class, March 19<sup>th</sup>** *By Chris Doutre, FSO-CM*

Flotilla 19 is happy to announce the upcoming Public Education class, "VHF for Mariners". It will be held at the Blaine Marina Conference Room at 12:00 to 3:00 pm, on Saturday, March 19<sup>th</sup>.

### **More "About Boating Safely" Classes Coming** *By Terry Sanchez, FSO-PE*

The last series of ABS classes is scheduled for March. Spread the word! Here is the agenda:

- Tue., 3/1: Know Your Boat, Before You Get Underway
- Tue., 3/8: Navigating the Waterways, Operating Your Boat Safely
- Tue., 3/15: Legal Requirements of Boating, Boating Emergencies
- Tue., 3/22: Enjoying Water Sports, Final Exam

### **Ordering Your New ODU Uniform** *By Lou Herrick, DSO-OP*

There are two sources from which to buy your new ODU untucked uniform, either the Coast Guard Exchange at Pier 36, or by ordering on-line from the Coast Guard Uniform Distribution Center. Here are some tips for on-line ordering:

Go to the Uniform Distribution Center (UDC) at [www.uscg.mil/hq/cg1/udc/](http://www.uscg.mil/hq/cg1/udc/)

Click on, and read, the page "Placing Orders" which will explain the process for placing orders. You may complete and print a copy of the order form, and fax it to UDC, or complete the ordering process entirely on-line.

Click on "ODU Uniforms" on the left margin.

Click on "Untucked ODU Uniforms".

From the sizing charts, select the stock number for your jacket (\$30.13) and trousers (\$35.79). Be sure to allow plenty of length in the trouser legs to allow for blousing. You can always hem them up if

they're too long, but there's not much you can do if they're too short!

At the top of this page, you could click on "UDC Standard Order Form", fill it out, print it, and fax it to the UDC if that's your preference, including the accessories mentioned below.

If you prefer to complete the process on-line, return to the home page and click on "On-line Ordering" under "Shop On Line". You will need to use your emplid (member number) and the password you use for the AUX eDirectory to access the order form.

Enter the stock numbers you have selected from the sizing chart for your jacket and trousers. You will probably wish to also order the following accessories:

ODUNAME (\$1.03) which will be your name tape.

ODUAUX (\$1.03) which will be your USCG Auxiliary sew-on tape.

RB52 (\$3.71) which is the ODU belt and buckle, the only one suitable for this uniform.

TB (\$0.98) pair of blousing bands.

Finish up the on-line order form, using the credit card of your choice, and submit, just like any other on-line ordering you've done from other sources.

Next, you need to obtain your collar point insignia. Visit [www.lighthouseuniform.com](http://www.lighthouseuniform.com) and click on CG Auxiliary, then Cloth Collar Insignia, and order the appropriate collar sew-on devices.

**TIP:** Wash and dry the ODU jacket at least three times before sewing on the tapes and devices, to prevent puckering. The tapes above the jacket pockets should be cut to extend the full width of the pocket top. When washing the jacket after the sew-ons are in place, and the jacket has been worn, I recommend a cold water wash, and put on a hanger to dry overnight. This will also help to prevent puckering of the tapes caused by excessive dryer temperatures.

## **Acronyms Ending in "X"**

*By Chris Doutre, FSO-CM*

**AX** – AuxOp – Operational Auxiliarist – One who has achieved the highest level of advanced Auxiliary training. The PhD of the Auxiliary.

**Rx** – Receive, as in the receive frequency setting of a radio. A marine radio has Rx frequencies, but they are invisible because the radio is *channelized*. For example, the Rx frequency of marine channel 16 is 156.800 MHz.

**Tx** – Transmit, as in the transmit frequency setting of a radio. For example, the Tx frequency of marine channel 16 is 156.800 MHz. Funny, that's the same as its Rx frequency. Right. That's because a marine radio is *simplex*. Not all radios are simplex.

**WX** – Weather, as in the WX button on your marine VHF that switches you to one of the ten marine weather channels. Or, the website of the National Weather Service: <http://www.noaa.gov/wx.html>.

## **Women's Boating Course Builds Confidence and Shares Women's Wisdom**

*By Kathryn Wellington, FSO-MS, SO-PV*

On January 22, 2011, 19 women from Mount Vernon to British Columbia gathered at the Blaine Marina conference center to discuss issues related to boating from a woman's perspective! The course was led by 3 female members from Flotilla 19 and assisted by another Auxiliarist from Flotilla 11. The women eagerly participated in small group discussions about being recognized and respected as a vital partner in a safe boating excursion. They learned the importance of an underway safety briefing for all people on board (e.g., where are the life jackets – put them on; everyone should be on the lookout for hazards, save the drinking until the boat is tied up; know how to use the radio to get help; know where you are!) A checklist of "things to know about your boat" was distributed to help facilitate discussion between boating couples to build confidence and trust and respect that can lead to a safer and more enjoyable boating experience!

Evaluations submitted by the students after the class revealed the following information:

1. Most women came to the class to build their confidence in boat handling skills, handling emergencies, and to be refreshed in boating safety, e.g., Fed

eral and State boating regulations. 14 out of 16 respondents said their expectations were met.

2. Ten out of 16 said all parts of the workshop were helpful. The parts noted as most helpful were the cold water/hypothermia video and the sharing of experiences between women so that they knew "I'm not alone in my boat!" Also mentioned was the responsibility of the co-captain to bring safety issues to the attention of the boat captain (based on Coast Guard policy).

3. Suggestions for future workshops include having brochures about future boating education courses, some hands-on work on boats, e.g., docking, knots, radio communication, etc.

4. 15 out of 16 would recommend this workshop to other women (one would recommend it only if the woman has not taken a boating safety course).

5. Recruiting participants for public education classes is always a challenge. It was clear that half of the women heard about the course from a friend – networking is important! Other important sources were the Northern Light and various yacht clubs' websites or emails about the course.

6. Additional comments: The knowledge you women have was very well presented; thanks, I really enjoyed and learned lots! I liked the teamwork of the instructors. Great class, can't wait for boating season. Handouts were very good.

**We thank Blaine West Marine and Blaine Marina for their support of our Coast Guard Auxiliary Public Education programs.**

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