



MORNING STAR NEWS



U.S. Coast Guard Auxiliary, Flotilla 63, Tillamook Bay

May/June 2014



Flotilla 63 - News From Tillamook Bay

From the Helm

Bob Hickman, FC Flotilla 63

Summer is here – or coming soon – and our visibility as Auxiliarists is more prominent as we interact with the boating public. Let's practice what we preach and make sure our boats are in full compliance with the federal regulations, that we practice good seamanship and that we are courteous to the boating public whenever we are in uniform or acting on behalf of the Auxiliary. As you talk with the public about the Auxiliary please also inquire if they would be interested in taking a safe boating class. If so, jot down their name and contact information and we will compile a list for future classes.

I want to thank everyone who helped with our first annual Port of Garibaldi Litter Clean-up last month. We received a number of compliments for taking the initiative and I'd like to see us do this at least once more this summer.

I've had the opportunity this spring to visit a number of Flotillas and get to know the members. All are enthusiastic about the Auxiliary and what they do, but I think our Flotilla is the best. I sincerely appreciate your support, your efforts and look forward to the summer activities. Stay Safe!

Bob Hickman

Flotilla Commander

"Sailors, with their built in sense of order, service and discipline, should really be running the world."

- Nicholas Monsarrat

2014 Officers

Flotilla Commander – Bob Hickman
Vice Flotilla Commander – Mike Davis
Finance & Materials - Terri Southwick
Computer Services – Suzy Nelson
Operations - Ray Neubig
Public Education & Communications - Mike Davis
Secretary, Public Affairs - Cammy Hickman
Publications – Anya Doll
Information Services - Kay Neubig
Human Resources & Marine Services – Mike Johnson
Vessel Examiner – Dennis Jacob

MSN Edited by Anya Doll, FSO-PB. (Unless otherwise noted, all photos were taken by Anya Doll)

Awards & Recognition

By Anya Doll

There is an abundance of good done within Flotilla 63 that has been recognized over the past few months at our meetings.

In February, the award given at the 2014 Change of Watch in Salem was formally presented by DCDR 6 Dennis Jacob. This is the inaugural year for the Elliott Herder Vessel Examiner Award which goes to the Flotilla within Division 6 with the most Vessel Examinations for the year. It is one of four new awards in Division 6 recognizing outstanding service to the Auxiliary. Award plaques were made by DCDR 6 Jacob and are beautiful representations out of native timber. The award was accepted on behalf of Flotilla 63 by Bobbi Herder and her daughter Robin. The award was created in memory of former Flotilla 63 member and Flotilla Commander Elliott Herder.

Also recognized in recent months include:

- Mike Johnson received the Membership Service Award for 5 years of Service
- Bill Browne received a Certificate for completion of the About Boating Safely class. Bill was also appointed Division 6 Lay Leader for 2014
- Martha McCandless received a Certificate for completion of the About Boating Safely class
- Bob Hickman was given the Sustained Service Award for 3000 hours.
- Sam Payne is now a member of the U.S. Coast Guard. He reported to Boot Camp in March. Congratulations Sam, and thank you for your service! We hope to hear from you in your adventures with the Coast Guard!



DCDR 6 Dennis Jacob presented Bobbi and Robin Herder with the Elliott Herder Vessel Examiner Award



Dennis Jacob – Fourth Sustained Auxiliary Service Award – 3000 hours.



All Flotilla Staff Officers received appointment certificates



Ray & Kay Neubig – Coast Guard Education Service Awards with “E” device



Our Barview Jetty Store hosts pose for the MSN. Thank you Marilyn, Rick and Coy!

Pizza Party

By Anya Doll

Sunday, April 13, at 3:00pm at the Barview Jetty Store, Flotilla 63 welcomed Coasties and their families to our annual Pizza Party. Once again, we were all treated to the best pizza on the coast made fresh and loaded with delicious choice toppings by the folks at the Barview Jetty Store. Flotilla members donated to help defer costs; but the generosity of the Barview owners, as always make this a feast. Those attending enjoyed not only pizza but drinks and ice-cream as well!



Enjoying the pizza and camaraderie on a beautiful April day in Barview!

QE Session

By Anya Doll

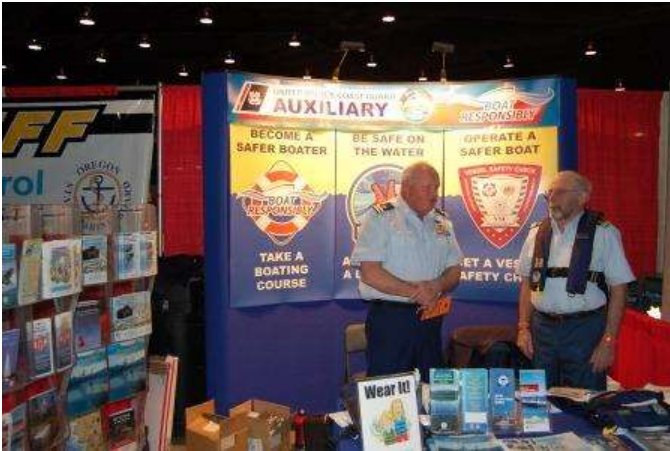
Making certain to keep up qualifications is part and parcel of the Auxiliary Crew and Coxswain experience. It assures utmost safety to refresh training knowledge on the water. April 4th FC Bob Hickman, VFC Mike Davis, Cammy Hickman and Vanessa Stone took to the water in Tillamook Bay with Coast Guard BM1 Michael K Carola as Examiner for a QE session.



On board AUXFAX #211283 ready to test

Sportsman Show

Every year Flotilla 63 likes to support the Auxiliary presence at the Central Oregon Sportsman Show. This year Bob and Cammy Hickman traveled the distance to Bend to assist during the March 7-9th event.



Bob Hickman with Roger Allen, Flotilla 67 at the Central Oregon Sportsman Show

VIP Indeed

*Introduction by Anya Doll
Story by Kay Neubig*



This life isn't always fair. Sometimes such dealings can feel all too rare. But once in a while, the balance shifts and those who integrate life and work beautifully are beautifully rewarded. Two such people are rarely mentioned in the MSN separate from each other. Ray and Kay Neubig have been involved in the Auxiliary for over a decade and have created true and lasting relationships with not only fellow Auxiliarists but with members of the Gold Side as well. Their work with the Auxiliary reaches back to when the MSN was a "cut 'n paste" job using typewriters and the finished product was collated around a table, stapled, folded and mailed out. That's snail mail to you and me now. They are weekly standards at Station Tillamook Bay where they are scheduled together at the radio. Ray and Kay have assisted in several rescues through the years and now even do radio training for new arrivals at the station. Just

last month, the integrity of their relationship to the Coast Guard was beautifully recognized. This seems to have come to them as surprise treatment, but for those of us on the sidelines, we see it simply as balance to what they have given.

In May, at the invitation of US Coast Guard Master Chief Petty Officer Michael Leavett, former BMC Station Tillamook Bay, Ray and Kay traveled east to attend his retirement from the highest ranking enlisted position in the USCG. Leavett served 32 years before his retirement, much of that was in Oregon. Ray and Kay became good friends with, then BMC Leavett and his wife (and high school sweetheart) when they lived in Oregon. Last month CGMCPO Leavett got to balance the scales and show Ray and Kay what they mean to not only himself but also to the Coast Guard when they traveled to Cape May for his retirement. The couple enjoyed rare treatment in the country's oldest seaside resort town and the only entry-level training base for the USCG. Here is their account of the trip:

OUR TRIP TO CAPE MAY, NEW JERSEY

We left PDX at 0600 and arrived in Philadelphia at 1700 EDT. Needless to say it was right in the middle of rush hour traffic. We picked up our rental car and proceeded to drive the 90 miles to Cape May. Contrary to what we'd been led to believe the people of Philadelphia seemed very friendly. Every time we tried to slow to check the route we needed to take they would honk their horns and wave.

When we got out of the middle of town and onto the freeway things were not so congested. The drive was very pleasant.

We arrived at our hotel around 1930, only to find the restaurant was closed. We checked in and then went a few blocks to pick up some convenience foods for a gourmet dinner, Campbell's cup-a-soup, and bagels. The stores there don't sell beer or wine so we had to make do that first night with root beer and 7-up.

On Wednesday we drove to the base to get our pass for the car and our ID badges.

MCPOCG Leavitt had invited us to get together the night before the Retirement Ceremony. He said he wanted this so he could visit with us all as there wouldn't be time the next day. There were about 30 people plus Admiral Papp's security men. A lot of them were former shipmates, as well as friends from their home in Fruitland, Idaho. One of their friends was the Best Man at their wedding. A big surprise for us was seeing Senior Chief Chris Highnote and his wife Amanda. Ray and I had wondered if there would be any one there that we knew other than the Leavitt family. We had a great visit with them.

The retirement ceremony was held on Thurs morning. The following is an account of that amazing day: We entered the gate at the Base about 0930. At that time a YN1, (who as it turned out happened to be from Bend, Oregon), approached our car with some paper work. First he handed us a neon orange paper for the dash. On the paper it said "VIP PARKING". He then instructed us to proceed about 2 blocks where an Officer was going to direct us to our assigned parking spot. At that point we were introduced to another Officer and were told he was escorting us to our "VIP seats" They were in the 3rd row, seats 1 and 2, with our names on them. He then told us after the ceremony someone would escort us to a vehicle and we would be driven to the dinner location. The vehicle they drove us in was MCPOCG Leavitt's personal staff car.

The way we were treated makes it hard to come back to the "real world".

Truly an unforgettable trip!



Cape May has unique Historical Charm that seems in itself unforgettable

NSBW Activities



A display at the Tillamook County Library during the month of May highlighted safe boating and clean beaches. It's always a delight to see that Patrons pick up a lot of the information left for them.

s of our monthly meeting in May, Dennis Jacob reported that Flotilla 63 had performed VE's for 2 facilities and 49 vessels. It's pretty certain **A** National Safe Boating week had to have increased that number significantly! Saturday, May 24th alone was a busy day. It was a calm, lightly over-cast day, perfect for Halibut fishing, and Bob Hickman was conducting Vessel Exams in the Garibaldi Basin. This was one of the Flotilla's activities marking National Safe Boating week.

With an official 'OK' from the Port of Garibaldi for a litter pick up day to close NSBW, as Bob did vessel safety checks, several members of the Flotilla combed the Basin for garbage we all knew if left unchecked would end up in the water. We assembled at the boat ramp wearing civilian clothes that included Station Tillamook Bay T-shirts and armed ourselves with gloves and bags Bob and Cammy had provided. Bill Browne brought his family, wife Stacey, and their sons Alex and Andrew. Bill's family covered the West shore of the Basin. Terri Southwick and her trusted Labrador, Annie worked closer to the marina and structures at the East end. Cammy Hickman, Martha McCandless and Anya Doll along with her hard-working little dog Snitter cleaned up the parking lot and shore to the South.

After nearly an hour we were treated coincidentally to a fly-over and landing of the Coast Guard helicopter. Always a dramatic sight to witness, a small crowd gathered at the Helipad as one of the USCG female pilots landed and personnel disembarked. Then it was back to cleaning. As the basin sparkled clean in our wake, we found ourselves gathering to work all together at the sidewalk along the marina where eventually we all reported and calculated to find we'd gathered an estimated 120 pounds of trash. We shared our vantage points for the helicopter landing and gratitude we'd heard from the folks visiting the basin. A shared goal always brings with it possibilities for pleasant work. Thanks to all who were able to participate!



Martha McCandless and Cammy Hickman team up to clean up



FC Bob Hickman conducting vessel safety check



Working with a good team always makes the work feel less like work. After depositing 120lbs. of trash, everyone gathers to share stories



Coast Guard Helo Ops are always impressive to witness



One of the display cases at the library hoped to reach kids about life jackets and also about keeping beaches and the water clean

Rose Festival

By Cammy Hickman

The Navy and Coast Guard ships returned again after last year's break in the century-long tradition to the Portland Rose Festival. The Festival always draws much boating traffic but the waterways are even more complex to manage with the big ships. Bob and I assisted FL 76 in managing recreational river traffic for the Portland Rose Festival June 5 - 8. Auxiliary facilities assisted law enforcement throughout the 5 day event serving as Patrol Communication Center, escorts and blockers. We worked an 8 hour shift each day, Thursday through Sunday. Before we even began our first tour of duty on Thursday a couple of exciting events occurred.

Swan Island River Taxi

We had launched at the Swan Island boat ramp and I was taking the boat down to the USCG Portland Station where we moored. As I was headed to the moorage an inflatable boat with 6-8 men passed me going to the ramp. A few minutes later I heard someone shouting at me from the stern and it was this same inflatable boat. I stopped and they came alongside. They were the Navy Dive Team from Whidbey Island and had just completed surveying the seawall where the ships would be docked. They had left their pack containing the keys to their vehicles at the Multnomah County Sheriff's dock and asked if I would take one of them over there to retrieve the keys; our boat being a bit faster than their inflatable. At that point I became the Swan Island River Taxi service. One of the divers came on board and off we went picking up the pack and delivering him back to the Station moorage.

Auxiliary Vessel Catches on Fire

We were getting ready to get underway to the security zone when we heard a shout of "Fire! Fire! HELP! HELP! This is not a Drill." from another Auxiliary vessel owned by Kevin Thiel of Flotilla 76. He had just put in at the Swan Island ramp and was about 200' SE of the USCG Station Portland moorage. Smoke pouring from his engine compartment.

We immediately got underway from our moorage and were the first vessel to arrive on scene. There were 4 POB's including the owner. We positioned our boat ahead of the fire zone staying alongside. We passed our two fire extinguishers to the crew on board the boat and the fire was extinguished. We asked if anyone on board wanted to transfer to our vessel and one lady did. She was going to go along as a trainee that afternoon.

We were preparing to take the boat into a stern tow when the USCG arrived on scene and took the disabled boat in tow. We then left the scene and proceeded to the ramp to ensure it was clear, which it was and the Portland Fire Department was waiting their arrival. At the time of this writing, we do not know the exact cause of the fire.

Working the 'Zone'

A security zone was established between the Steel and Morrison bridges where US Navy, Coast Guard and several historic ships were moored. Both recreational and commercial vessels needed to obtain permission from Incident Command to enter the security zone. Only one commercial vessel was allowed in the zone at a time and the maximum number of recreational boats permitted in the zone was 10. The US Coast Guard MSST (Marine Safety and Security Team) boats were stationed on guard in front of both the US Navy ships, USS Spruance and Lake Champlain, for the duration of the festival.

Recreational boats approaching the 'Zone' were inspected by marine deputies from Multnomah, Clackamas, Clatsop, Washington, Marion and Morrow counties.

Our assignments alternated between Escort and Blocker. As Escort we led the pleasure craft (aka 'The Pack') through the security zone. The blocker assignment was a bit more challenging. As boats were inspected by Law Enforcement they were directed to an area to wait for transit into the zone. The blocker boats had to ensure they did not wander into the navigable channel of the river or into the safety zone. Not too difficult when there were only 10 boats waiting, but extremely difficult with 30+ waiting at a time! Add in a little wind, party boats, and the larger boats and sail boats

requiring a bridge lift and the task became more like 'herding cats'!

There were 8 Auxiliary vessels working throughout the 5 days; each with 8 hour shifts. The last count I heard was 186 boats transited the security zone on Saturday and over 200 on Sunday. It was definitely an experience to remember.



*US Coast Guard Cutters Alert and Cuttyhunk
(Photo by Jo McCollum FL78- Vancouver)*



USCG MSST boats (Marine Safety & Security Team also known as "Misty" boats). There were always two boats guarding the 2 US Navy ships. (Photo by Jo McCollum FL78- Vancouver)



Helicopter Demo: The Helo from Astoria came in at 2:00 on Saturday afternoon and gave a demonstration to the folks along the seawall at the Morrison Bridge. (Photo by Jo McCollum FL78- Vancouver)



*USN Ships = Spruance and Lake Champlain
(Photo by Jo McCollum FL78- Vancouver)*



Dragon Boats: Dragon Boat races were all day Saturday and Sunday and the Aux boats had to keep boat traffic away from them. (Photo by Jo McCollum FL78- Vancouver)



The 'Pack': Only 10 recreational boats were allowed to go through the security zone at a time.



*Bob and Cammy Hickman in AUXFAC #211283 on duty
(Photo by Jo McCollum FL78- Vancouver)*



MSST Team posed for us on Sunday night. (Photo by Cammy Hickman)

Coming Events & Activities

Mark your calendars for these upcoming Flotilla 63 events and activities.

- **Blessing of the Fleet** – June 14th at 1000 hrs at the Memorial
- **Flotilla 63 Meeting** – June 17th – 1900 hours at the Upper Station. This meeting will include a visit from USCG Captain McKenzie so uniforms are to be worn.
- **Flotilla 63 Meeting** – July 15 – 1900 hours at the Upper Station
- **Garibaldi Days** – July 25-27 – FL63 will again have a booth at which to sell t-shirts. If you wish to help contact FC Bob Hickman



A photo of the Tall Ship that visited Garibaldi this spring was sent in by Martha McCandless

For Our Amusement...

A group of Skippers walked through town looking for crew, when they saw a five-story building with a sign that read, "Crew Association: Ship's Crew Available" Since they were without their crews, they decided to go in. The Security Guard, a very salty type, explained what to do. "We have five floors. Go up floor by floor and once you find what you are looking for, for crew, you can enter and make a selection. It's easy to decide since each floor has a sign telling you who's inside."

Everything seemed wonderful, so they headed up to the first floor where the sign read, "All the crew on this floor are beginners." The skippers laughed, and without hesitation moved on to the next floor. The sign on the second floor read, "All the crew here are experienced, smart but weak."

Still, this wasn't good enough, so the Skippers continued on up. They reach the third floor where the sign read, "All the crew here are experienced, smart and strong." They still wanted to do better, and so, knowing there were still two floors left, they kept going. On the fourth floor, the sign was perfect, "All the crew here are experienced, smart, strong and Former Americas Cup Champions." The Skippers got excited and were about to go in when they realized there was still one floor left.

Wondering what they might have missed, they head up to the fifth floor. There hung a sign that read, "There are no crew here. This floor was built only to prove that there is no way to please a Skipper!"

From: www.bluewatersailing.com

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Information from Division 6

Some important dates and information from DCDR 6 Dennis Jacob:

Saturday, October 18th, 2014 will be our Fall Business/Election meeting which will be held in the Garibaldi City Hall in Garibaldi, Oregon.

Division Commander and Division Vice-Commander elected positions are open for "letters of Intent" from members who would like to run for Division elected office.

The last day "Letters of Intent" can be submitted to the Division Six Screening Committee will be August 19th 2014. The screening committee consists of Shiela Langue and Kay Neubig. The letters of intent can be submitted any time until 8/19/14.

The Division 6 Change of Watch is scheduled for the second Saturday of January (1/10/15) and will once again be celebrated at the Salem, Oregon Elks Lodge.

F-62, F-63, & F-68 please see that your Division trophies are returned to the DCDR at the Fall Business meeting.

Have a safe boating season & stay healthy.

Information from District 13

From: District 13 Chief QE Coordinator Garrison Bromwell

Re: How to set up a QE Session - Potential Issues, Problems, and Resolution Process

Shipmates:

Each year 1/3 of our operationally qualified members come up for a third year qualification session. Also we train new members to "strike" for

qualification as a Crew Member or PWC Operator or encourage our presently qualified crew members to "strike up" to Coxswain. Like everything in the Auxiliary there is a process - or procedure - for handling QE session requests. While we've tried to make it easy and "user friendly" there are certain responsibilities that fall to each member during the process.

To Request a QE Session:

The request can originate from the FC, the Member Training Officer or the Operations Officer at a Flotilla or even a Division. All QE requests are to be made through the [QE request form which is on the web with a link at this page that includes details and further information](#). (Note – you will need a member zone log in to access this page). This page also has links to the Area QE Coordinators (and the Chief Coordinator) as well as hints on having a successful session. (While this web page is currently on the Flotilla 21 web site the long range plan is to move it to the District 13 site – a link will be installed when it does move).

One of the critical items on the request form is the name of the person in charge of the session for the local unit – known as the Point of Contact. The Area QE Coordinator will work with this member on all phases of the QE session – the AQEC will NOT work with the individual members being QEd – only the local POC who in turn is responsible for communication with the local members.

When a larger session is contemplated (over 10 members) its advantageous if the requester contacts the Area QE Coordinator well in advance to hold the date for the session with a final member roster (the formal request form) completed 30 days prior to the session.

There are several key points to remember:

- Due to District 13 USCG travel policies all QE sessions must be requested with a MINIMUM of 30 day lead time. QE travel funds are District funds and are therefore under their jurisdiction and requirements. Only the OTO may modify this requirement.
- QE sessions are not usually scheduled from 1 October through 31 March due to weather issues

(also funding in the new fiscal year beginning 1 Oct is often problematic). Therefore schedule all sessions prior to 30 September – suggestion – do so well in advance of 30 Sep because weather and other factors like the Fall District Meeting often get in the way.

- QEs are assigned by the Area QE Coordinator - do not contact a QE directly for a session.
- Members striking for a qualification must have all material completed and in AUXDATA one week prior to the session. The AQEC will monitor this requirement. We expect all members striking at a QE session to have the current year 1 hour TCT workshop completed prior to the session (unless the 4 hour TCT was taken in the calendar year).
- The local unit is responsible for providing the necessary facilities (minimum of 2 with full crews) and a place for shore side exams (if needed). QEs may not be used as a part of the facility crew. When requesting orders in AOM be sure to indicate "QE Session" in the remarks field.

Problems and issues:

Any problem in establishing a session should be discussed first with the Area QE Coordinator. If things cannot be worked out satisfactorily then the Chief Coordinator should be contacted. The Operations Training Officer is the ultimate controller of the QE program.

Members who fail a shore side exam or check ride will be given an opportunity for a retest - there may be a training requirement prior to the retest. Also the AQEC or CQEC may assign a senior QE for the re-check (or if necessary the OTO may do the check ride). QEs are required to report all failures immediately up the QE chain so that the re-test process can be crafted as appropriate.

At any time if a member disagrees with any QE decision an appeal may be made to the Area QE Coordinator. The appeal process then goes to the Chief QE Coordinator and then to the Operations Training Officer.

Flotilla Commanders must make sure your Flotilla Staff Officers for Operations and Member Training are aware of these policies and procedures.

Division Commanders please make sure your staff is likewise aware.

Should you have questions or need further information please do not hesitate to contact your Area QE Coordinator or me.