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Cover photos: (Bottom right) by John Gunther, The World. (Diver) courtesy of petty Officer 1st Class Levi Read. (top left and top right) courtesy of Matt Brandt Photography.

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Station Chetco River covers coast near California-Oregon border

Rescues a big part of station's mission



Photo courtesy of U.S. Coast Guard

One of the Station Chetco River's boats on a training mission. The boats are familiar to visitors off Sporthaven Beach at the Port of Brookings-Harbor.

DAVID HAYES

Curry Coastal Pilot

Established in 1961, Station Chetco River is at the Port of Brookings-Harbor, Oregon, just south of the city of Brookings.

The station's duties include maritime environmental protection, maritime law enforcement, boating safety, implementation of commercial fishing vessel safety regulations and rough water rescues.

However, in one of their most recent interactions June 27, the unit rescued a boat that capsized on the Chetco River bar not by rough waters, but rather by the wake of a larger vessel.

"Fortunately, a unit was already out doing scheduled training with two 29-foot response boats," said Command Master Chief MCBM David Pierias. "We got a relay through 911 call saying there were three people in the water. We responded within minutes."

Pierias said, a "Good Samaritan" had recovered one of the boaters, while the others clung to the side of the capsized craft. Each of the response boat crews pulled a civilian safely on board. In addition, the

second response boat re-righted and salvaged the 20-foot pleasure craft.

"None of the three were wearing their life jacket," Pierias said. "I can't stress enough the importance of wearing life jackets. Those members didn't plan on going into the water. It happened so fast, you don't at times have time to put on a life jacket before going into the water."

Not all of the station's rescues are at the mouth of the Chetco River. Pierias said his boundary is from the California-Oregon border up to Cape Blanco and extends out 50 nautical miles offshore. The station is active to 20 miles below the state border, including Crescent City where the Coast Guard's Dorado cutter is stationed.

"It's a pretty wide coast area to cover. We do have the luxury of having the cutter Dorado to cover south of the border line. They can come up or we can go down and support their search and rescue efforts," Pierias said. "We have a lot of overlapping to the north and south because obviously, our customer doesn't care about a boundary line."

See **CHETCO RIVER** Page 5

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CHETCO RIVER from Page 4

Chetco River averages more than 100 cases a year, he explained, and tends to be busier in summer with boating traffic. The winter focuses more on fishing fleet interactions.

The station's website tells the dramatic story of a winter call on Jan. 2, 2001.

On that day, Station Chetco River responded to a mayday call from the fishing vessel Charabi. The vessel was four miles south of Chetco River when those aboard realized their engine room was engulfed in flames. Two rescue boats were launched from Chetco River. One vessel recovered the three crewmembers, while the other fought the fire. The vessel suffered too much damage and sank. Fortunately, all crewmembers were recovered with no injuries.

The station is staffed by 44 men and women in five different ratings — machinery technician, boatswain's mate, three duty cooks, storekeeper and damage controlman.

It includes a main building with administration, operations, galley/messing, and a lookout tower. The unaccompanied personnel housing building has berthing for duty crews, both male and female, and five rooms for ten persons who live aboard. The station maintains 14 housing units in

Brookings.

"Historically, the Pacific Northwest is challenging operating environment due to the weather conditions we can experience out here. Our platforms are designed to handle 30-foot seas, 50 knots of wind and 20-foot breaking seas," Pierias said.

As exemplified by the capsized vessel initiated with a 911 call, the Chetco River station maintains a close relationship with shore-based law enforcement, Pierias explained.

"We rely heavily on shore law enforcement. I don't think we could accomplish our mission so successfully without their support and working hand-in-hand with those different teams. Local fire, local PD, to local search and rescue rope teams," he said.

Pierias added his crew isn't just there for rescues.

"If you have any boating safety concerns, feel free to call up your local Coast Guard station or auxiliary and we'd be happy to set you up for a safe and successful boating adventure," he said.

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More information about Station Chetco River can be found online at <https://tinyurl.com/yakzd964> or on the station's Facebook page, <https://www.facebook.com/CoastGuardStationChetcoRiver/>



Photo courtesy of U.S. Coast Guard

One of the Station Chetco River's boats on a training mission. The boats are familiar to visitors off Sporthaven Beach at the Port of Brookings-Harbor.

Auxiliary unit extends Station Chetco River's operation capabilities

The Coast Guard Station Chetco River is able to augment its safety programs thanks to the volunteers of its auxiliary unit.

"We have a flotilla assigned to Chetco River with about 20 members who do a wide range of missions for us, from boating safety and education to classes," said Chetco River Command Master Chief MCBM David Pierias.

He said a lot of times, the public can't differentiate between auxiliary and active duty Coast Guardsman.

"We have the same uniforms and everything. And that's a good thing. It's fantastic the support they have. They play a vital role

with the men and women here. They have prior professional careers in this community and have lived in these communities for years," Pierias explained.

Unfortunately, due to the COVID-19 pandemic, Pierias said most of the auxiliary's public programs currently are on hold.

"We are starting to be able to do vessel exams, to ensure people have the right safety equipment," he said.

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More information about Flotilla 130-05-06 is on Facebook, <https://www.facebook.com/Brookings.flotilla.56>

UNITED STATES COAST GUARD

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Relics of early Coast Guard history preserved at Port Orford

Lifeboat station operated from 1934 to 1970



Claudia Elliott / Curry Coastal Pilot & Del Norte Triplicate

One of the lifeboats that was used by the U.S. Coast Guard at Port Orford is on display at the museum. The station operated from 1934 to 1970.

CLAUDIA ELLIOTT

Editor, Curry Coastal Pilot
& Del Norte Triplicate

In 1870, the Cape Blanco lighthouse, which is still active, was the second lighthouse established on the Oregon coast (after the first Cape Arago light in 1866). It remains the only lighthouse between Battery Point in Crescent City, California (established in 1856) and Cape Arago, Oregon (about a 135-mile stretch).

There no roads on this stretch of the coast in those days, and small communities were reliant on ships for transportation and commerce.

The only Coast Guard station on the southern coast of Oregon in the days just

before and after the Civil War was at Cape Arago. But by March 3, 1891, an act of Congress authorized the establishment of a much-needed life-saving station in Curry County at or near Port Orford, about nine miles south of the Cape Blanco light.

According to the Cape Blanco Heritage Society, it took 43 years to secure funding and build the lifeboat station. It was commissioned on July 1, 1934, and continued operation until 1970.

By the time the station was finally built, the new coast road, now known as the Oregon Coast Highway or U.S. 101, had been constructed — although it was more rugged than the highway we know today.

See **PORT ORFORD** Page 7

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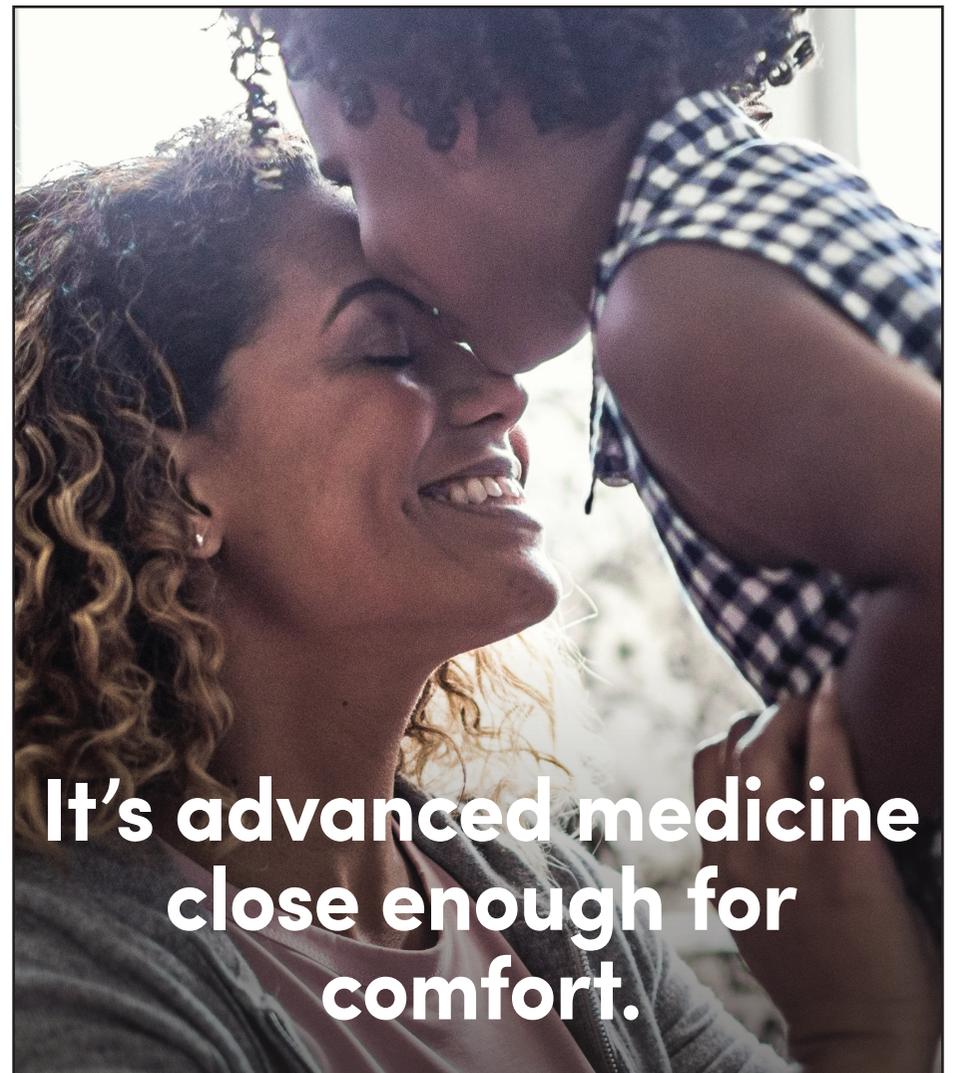


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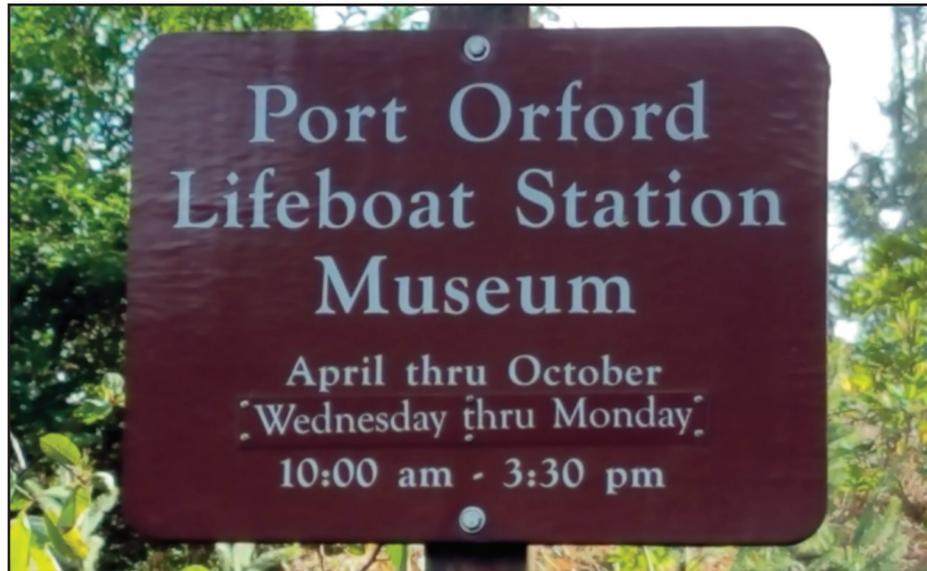
The new station at Port Orford (known as Coast Guard Station #318) had a two-story crew quarters and office building, the officer-in-charge residence, garage, storage building, pump house and boathouse. It was staffed by an officer in charge, a crew of 13 men, two motor lifeboats and two pulling boats (surf boats).

During World War II, according to the heritage society, the Coast Guard was placed under the U.S. Navy. The number of men assigned grew to well over 100 as their mission included coastal defense and life-saving. Coast guardsmen were sleeping in the attic; the government leased the nearby Neptune's Lodge (now the Castaway Motel) and the old Port Authority building to house the overflow.

Wartime defenses were dramatic, the heritage society reports, and the site expanded to include a guardhouse, sentries, guard dogs, barbed wire, machine gun pits and foxholes. Below the foxholes stood a 20-millimeter cannon — and there were gun lockers and cases of grenades in the armory.

The Cape Blanco Heritage Society, working with the Oregon Parks and Recreation Department, established a museum on the lifeboat station site in 2000.

Nearly all of the original buildings still stand and the museum exhibits inside pro-



Claudia Elliott / Curry Coastal Pilot & Del Norte Triplicate

Due to COVID-19, the Lifeboat Station Museum at Port Orford is currently closed. In normal times it's operated by the Cape Blanco Heritage Society and open from May through September.

vide visitors with a glimpse of life at the station, which was built on a bluff overlooking the Pacific at the westernmost point in the continental United States. Visitors can see remnants of the steep stairway to Nellie's Cove below. It was there that the boathouse (which burned down in the late 1970s) once stood. You can still see its pilings and the breakwater structures, as well as part of a

rail-mounted carriage used to launch boats into the cove.

From there, the "surfmens," as they were called, headed out to sea to perform courageous rescues. Many photos and other memorabilia of those days are in the museum.

In the museum, visitors can read about the 1942 Japanese submarine attacks off the southern Oregon coast. The nearby Tower

Trail leads to the historical location of an observation tower used during the war.

Today, the facilities and grounds are part of Port Orford Heads State Park. Although a portion of the park is open for day use and hiking, the museum is currently closed due to concern about COVID-19.

Cape Blanco lighthouse

This Cape Blanco lighthouse has a part in Coast Guard and Oregon history, too. According to the website enjoyportorford.com, it at least four Oregon records: it is the oldest continually operating light, the most westerly, it has the highest focal plane above the sea, (256 feet) and Oregon's first woman keeper, Mabel E. Bretherton signed on in March 1903.

Although not currently open to the public due to COVID-19, in normal times the history of the structure is shared with visitors through a partnership between the Bureau of Land Management, Oregon State Parks, the Confederated Tribes of the Siletz Indians, Coquille Indian Tribe, Curry County and the Cape Blanco Heritage Society.

The year 2020 marks the 150th anniversary of the lighting of Cape Blanco lighthouse.

More information about the Port Orford Lifeboat Station Museum and the Cape Blanco lighthouse is available at capeblancoheritagesociety.com.

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Cutter Dorado patrols near California-Oregon board; focuses on law enforcement



Photo courtesy of U.S. Coast Guard

Approximately 1,400 pounds of marijuana seized by the Coast Guard Cutter Dorado lies stacked on the dock in San Diego, July 26, 2019. The marijuana was interdicted from a 35-foot suspected smuggling vessel approximately 40 miles southwest of San Diego.

DAVID HAYES

The TriPLICATE

As part of the United States Coast Guard's West Coast assets, the Cutter Dorado is stationed in Crescent City, California, just south of the state's border with Oregon.

Cutter Dorado (WPB 87306) was commissioned in April 1999. But it wasn't until 2019 that she earned a crossed-out marijuana decal, which signifies a marijuana seizure.

Now under the command of LTJG Re-

becca Cotton, twice a year the Dorado is diverted from its home port in Crescent City to assist operation in San Diego. Last year, while in San Diego, the Dorado got its first drug bust ever.

"We intercepted about 1,400 pounds of marijuana," Cotton said. "It was kind of a cool thing for the boat, cool thing for a new crew that was just getting to know each other and how we work together."

The Dorado is crewed by three engineers, three boatswain's mates, a cook,

See **DORADO PATROLS** Page 9

Crescent City Flotilla operations on hold during pandemic

Crescent City's Flotilla 8-11 is part of the Coast Guard Auxiliary's District 11 Northern Region. Crescent City has about 29 members.

"We support the regular Coast Guard in all aspects but don't get involved in any law enforcement or military mission," said the auxiliary's commander Lt. Roger Stanton. "Our mission is to educate the public on boat and water safety."

The auxiliary does this with outreach programs like its Dock Walkers who provide education and assistance designed to prevent water pollution.

Water safety is important, too.

"Eighty percent of deaths in the water are

by drowning. People just don't get that. So, we try to educate people," he added.

Unfortunately, Stanton said, the auxiliary's programs currently are on hold due to the COVID-19 pandemic.

"We've been asked to not participate in anything right now. Our education we can do online," Stanton said. "We encourage people to come down and join us. We've got room for more."

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To learn more, go to the *Crescent City Flotilla 8-11 Facebook page*, <https://www.facebook.com/CoastGuardAuxiliaryCrescentCity>.

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Photo courtesy of Melissa Roundy, May 2020

Aboard the cutter Dorado, stationed at Crescent City, California, are (from left) LTJG Rebecca Cotton, BMC Frederick Roundy, MKC Thomas Hissong, BM1 Jason Taylor, BM2 Ryan Pros, CS2 Audri Kubena, MK2 Anthony Hand, MK3 Chase Ladd, FN Raphael Clark, SN Brandon Moreno, SN Juan Torres and FN Andrew Born.

DORADO PATROLS from Page 8

deck watch officer and four non-rateds. Cotton explained non-rateds are boot-camp graduates who haven't chosen a rate yet and develop their preference while completing the "grunt" work of maintaining the boat.

The Dorado is assigned to Sector Humboldt Bay and performs scheduled patrols from around the Oregon-California border south to Gualala, just north of San Francisco.

While the boats at nearby Station Chetco River in Harbor, Oregon, are designed for swift response rescues, Cotton said the Dorado's duty is geared more toward law enforcement in the sea lanes.

"For us, weather plays a huge part because our patrol boat is not primarily a response asset," Cotton said. "We do mostly fisheries patrols and safety patrols. So, when you plan those patrols, we'll be out two to three days at a time."

She explained that Sector Humboldt Bay has an air station with helicopters that can pretty much be anywhere between 30 minutes and an hour. Between Station Humboldt, Station Noyo River and Chetco River, Cotton said there is plenty of urgent SAR (Search and Rescue) coverage for when help is needed within half an hour.

"The cutter is just a different kind of asset. It takes about an hour to get under way. It takes at least eight people to crew the boat," Cotton said. "Above nine feet it gets uncomfortable. It's not built for heavy seas. But it has higher fueling capacities, it has berthing areas on board, a galley on board, so we can be out there three, four days at a time depending on what we're doing. We could be 16 miles offshore doing tuna regulations enforcements. So, our bread and butter are those scheduled patrols, enforcement patrols and then search and rescue whenever we can fit in."

The Dorado goes on between 40 to 50 patrols a year. Cotton said when there are rescue cases close to the harbor in Crescent City and the Dorado isn't launching, that's because it's not the best asset for the job at the time.

"There's someone who can get there faster. But we are 100 percent ready to respond to anything within our capabilities," she said. "All of our assets work together to accomplish the same mission - which is enforce the laws of the United States and keeping the public safe."

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More information about the Cutter Dorado is available online at <http://tiny.cc/eg7fsz> or on the unit's Facebook page, <https://www.facebook.com/cgcdorado87306>.

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Helping the Coast Guard

Agency recognizes Hauser and North Bay fire departments for January rescue



John Gunther / The Bandon Western World

Coast Guard Master Chief Karl Keyes, left, and Capt. Olav Saboe, right, pose with North Bay firefighters Daniel Cook, second from left, and Michael Swanson and Hauser firefighters Ray Daniels, Nick Borgens, Nathan Fish, Capt. Lawrence Van Hoof and Chief Jerry Wharton after the Coast Guard presented both departments with the Meritorious Public Service Award on Thursday at the Hauser Fire Department.

JOHN GUNTHER

The World

HAUSER — It's not often that the United States Coast Guard presents a Meritorious Public Service Award.

In his nearly two decades with the service, Capt. Olva Saboe had never seen the award given until July 16, when he had a chance to help present it to firefighters from both the Hauser and North Bay fire departments.

That was fitting because Saboe had a front-row seat to the heroic actions that led to the honors — saving three men from the capsized fishing vessel Pacific Miner earlier this year.

"It was neat to be a part of that and recognize the rescuers," Saboe said after the ceremony at the Hauser Fire Department.

Several of the firefighters involved recalled the rescue after both fire departments were presented the Meritorious Public Service Award signed by Rear Admiral A.J. Vogt, commander of the 13th Coast Guard District.

Saboe was in the air in one of the helicopters from the North Bend Air Station when he and his fellow crew members saw the Pacific Miner in trouble near the mouth of the Coos River about 5:30 p.m. on Jan. 14. When they saw the boat capsized they sent out a message and both the Hauser and North Bay fire departments were paged out

— something that is not unusual given the proximity of the two districts to each other and the sand dunes.

The firefighters didn't have particularly high hopes of a rescue, with various members of the departments and the Coos County Sheriff's Office searching the beach north of the river for any sign of the vessel or its passengers.

Daniel Cook of the North Bay Fires Department said he thought they were on a recovery mission.

"We thought we were looking for bodies to recover," he said.

But when he and fellow North Bay firefighter Michael Swanson and Nathan Fish of the Hauser Fire Department got to the river's North Jetty, they decided to walk up the jetty, despite rough waters and dark skies.

"We had every light on we could," Fish said. "We were looking for anything we could see."

He said about halfway down they smelled fuel and a little further he spotted the boat upside down against the rocks of the jetty.

They still had little hope until they reached the Pacific Miner and Fish heard the men yelling. Then, he said, everything went calm and everyone on the rescue team heard them yelling. Suddenly, they started

See **FIRE DEPARTMENT** Page 11

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FIRE DEPARTMENT from Page 10

trying to determine how to rescue them.

Swanson hurried back to rescue vehicles to get a saw and he and others also brought out ropes to set up a harness system to protect Cook and Fish as they climbed down on the rocks to cut open a hole in the boat and rescue the three men aboard.

"The biggest fear Nate and I had was the waves taking us out into the water or the boat crushing us up against the jetty," Cook said.

"We were working against the tide."

The Coast Guard said the waves were breaking at 14 to 16 feet.

Cook said the boat had been destroyed by the waves within two hours of the rescue.

"We got them out," Cook said. "Everything worked perfectly. There were a lot of people praying. I was praying."

Amazingly, the fishermen were not injured aside from hypothermia symptoms after being in water up to their armpits for two hours on a night when the outside temperature dipped under 40 degrees.

Rather than being lifted to the helicopter by rescue swimmers, Saboe said the boats captain insisted on walking out on the jetty.

Cook and Fish also got down in the wa-

ter up to their chests to pull off the rescue, but Fish said he never doubted it was the right action to take.

"Myself wasn't the concern," he said. "I knew there was three guys in there who wanted to go home to their families."

Cook also said both his dad and grandfather were firefighters. That explained his perspective when the awards were presented Thursday.

"I didn't do it to get rewarded," he said. "I did it because it was the right thing to do."

Still, he said, it was nice for the two departments to get recognized.

"It shows how much the community appreciates what happened that night," Fish said.

Hauser Fire Chief Jerry Wharton said it was just one example of the two fire departments working together.

"We do that quite a bit," he said. "North Bay takes care of stuff on pavement. We take care of stuff in the sand."

Wharton, who was on the beach, said he wasn't sure it was a good idea when the three firefighters started walking down the jetty, given how strong the wave action was.

"It was a good thing (they went out)," he said.

Sometimes when North Bay and Hauser work together, be it an incident on the dunes or on U.S. Highway 101, they are responding to a fatal accident. So having the January incident turn into a rescue was

rewarding for everyone involved, Wharton said.

"You see a complete difference in everybody when it turns out this way," he said. "It was night-and-day different."

"When we come back from a fatal, it's very solemn."

Several people from both agencies helped in the rescue. The official citation from the Coast Guard also recognized Chief Jim Aldrich and Lt. John Aldrich from the North Bay Fire Department, who were unable to attend Thursday's ceremony, and Wharton and Capt. Lawrence Van Hoof of the Hauser Fire Department. Hauser firefighters Ray Daniels and Nick Borgens also took part in the rescue and the July 16 ceremony.

"Our two agencies, we work good together," Swanson said. "There was a lot of good communication with the radios."

Ultimately, the actions saved the lives of the fishermen.

"That was a hell of a job you guys did that night," Saboe said. "I'm convinced there are three guys alive today because of what you did."

The official citation each department received Thursday said as much, closing with the line: "Hauser (and North Bay) Fire Department gallantly supported the Coast Guard search and rescue mission. Their actions are most heartily commended and are in keeping with the highest traditions of public service."



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Mural in former Coast Guard building in Bandon, painted by K.L. Jones in 1971 depicting a 36-foot motor lifeboat.

Amy Moss Strong / The Bandon Western World

JILLIAN WARD

The World

SOUTH COAST — The U.S. Coast Guard is the oldest continuous seagoing service in the United States.

Coast Guard Day is celebrated on Aug. 4 because that is when the service was established back in 1790.

“(That is) when George Washington signed the Tariff Act,” said Commander Michael Baird of Sector North Bend. “... That authorized the construction of 10 revenue cutters and the personnel to man them. The whole point was the fledgling nation needed

an influx of money, so the revenue cutters were there to prevent smuggling and other illegal activities to make sure the country was getting what it was owed.”

The U.S. Coast Guard, as it is known today, wasn't created until 1915 when the Revenue Cutter Service and the U.S. Lifesaving Service merged.

“The merge created the U.S. Coast Guard,” Baird said, adding that the Coast Guard was then merged with the Lighthouse Service in 1939 and the Commerce Department's Bureau of Marine Navigation in 1946.

Because the Coast Guard comprises so many other services, Baird said it is the reason for the Coast Guard's 11 statutory mis-

sions.

“We don't do just one thing,” he said.

Those 11 missions are: Port and Waterway Security, Drug Interdiction, Aids to Navigation, Search and Rescue, Living-Marine Resources, Marine Safety, Defense Readiness, Migrant Interdiction, Marine Environmental Protection, Ice Operations, and Law Enforcement.

In addition, Baird said the Coast Guard has been part of every major conflict that the U.S. has fought.

“We've had people serve in every major war,” he said. “We're at all times a military service. We're part of the Department of Homeland Security to help us maintain our

law enforcement aspects.”

Specific to the Oregon Coast, Sector North Bend was officially established in 2013. Prior to that it was Group North Bend, established in 1968.

“(But) when you look at North Bend's Area of Operation, you can trace Coast Guard roots to 1870 with the Cape Blanco Lighthouse and 1878 with the first life boat station (which) was established in Coos Bay,” Baird said. “We changed to a sector because in order to better conduct our missions, we transitioned from groups to air sectors. A lot of titles changed over the years, but our presence and primary mission hasn't changed too much.”

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U.S. Coast Guard back in Bandon for summer patrol



Amy Moss Strong / The Bandon Western World
U.S. Coast Guard members, Coquille River Patrol, tie up the 47-foot motor lifeboat after moving it from an outer dock in the Bandon marina.

AMY MOSS STRONG

Bandon Western World

BANDON — The U.S. Coast Guard is back for the summer with a 47-foot motor lifeboat and new quarters in an historic building.

A crew of eight Coast Guard members will rotate throughout the season with four members on during weekends from Thursday through Sunday, providing 24-hour coverage of the Coquille River during the busy fishing season, both sport and commercial. The boat arrived later than its usual Memorial Day appearance this year, but will be stationed here on weekends through Labor Day or later, if boat traffic warrants it, said Boat Operator and Boatswain's Mate 2nd Class Rachel LaFevre, acting Officer of the Day on Saturday.

"If traffic increases, we'll be down more," LaFevre said. "We're evaluating how much boat traffic is here on weekends and all I've seen this weekend is a few crabbers, though I'm sure that will increase as tourism picks up."

LaFevre has spent the last five summers

with the Coquille River Patrol, providing Coast Guard coverage. This is her last year here, as she will soon be transferred to the Brookings patrol. Originally from Astoria, LaFevre has been in the Coast Guard for 11 years. She said she is happy to be close to home and especially likes the South Coast area.

In addition to LaFevre, the shift patrol members are Boat Engineer David Braley, Boatwain's Mate 3rd Class Shannon Rising and Crewman Justin Herman. Four others also rotate in shifts for the Coquille River Patrol.

This year, the crew moved from the mobile home on Coast Guard Hill above the former Coast Guard building. The mobile home had severe weather damage, causing it to be unlivable.

Instead, the crew is back in the former Coast Guard building at 390 First St. SW, leasing three spaces — two upstairs for sleeping quarters and a space downstairs at the west end of the building. That space, which includes a small kitchen, is being used as the common area.

On the walls of that room, LaFevre said



Amy Moss Strong / The Bandon Western World
Mural in former Coast Guard building in Bandon, painted by K.L. Jones in 1971 depicting a 44-foot motor lifeboat.

there are large painted murals depicting Coast Guard boats crossing Bandon's sometimes treacherous bar, signed by K.L. Jones. One depicts a 44-foot motor lifeboat and the other shows a 36-foot motor lifeboat. Those boats were replaced in the late 1980s and early 1990s by the 47-foot motor lifeboats used today.

Josh Adamson, project manager for the Port of Bandon, said the Coast Guard is leasing the space from the Port under a one-year license until they decide whether they want a longer-term lease.

LaFevre said "it's pretty cool" living in the building where former Coast Guard members lived that was built in 1939 after the Bandon Fire of 1936 leveled much of that area of what is now Old Town. The building was located adjacent to the Coquille River for the specific purpose of housing the Coast Guard. It has three stories plus a lower shop area. On the river side is a dock, now rotted and unsafe, that was once used as a fueling dock, and a ways — a boat launching and hauling area.

Boat builders such as Joe Bolduc built two paddle wheelers in the 1980s that had their

maiden launch from the Coast Guard dock.

The Port obtained the shuttered and decommissioned building from the federal government in the early 1980s, in a trade for land the Port owned on the north side of Moore Mill. The U.S. Fish & Wildlife Service was interested in owning the land to expand the Bandon Marsh National Wildlife Refuge, which was officially established in 1983. The Port refurbished the building to make it livable again.

The bottom floors of the building have since been used as the Port's shop area, while the upstairs rooms have been leased to various tenants, including at one time the Bandon Historical Society Museum. The upstairs main apartment — the commanding officer's quarters — was later used to house the Port manager and his family, then the Harbormaster and his family. That space is now used as the Port's offices.

People may have noticed the Coast Guard crew clearing the area across from the building that used to be a stairway, which was used by crew members to access the top of

BANDON from Page 14

the hill to observe the bar and river. LaFevre said they are clearing the area and cleaning up the concrete block and will paint it and “make it look nice.”

“It’s pretty rough, though,” LaFevre said, stressing that the path is not open to the public.

On Sundays, the crew moves the boat back to Charleston, which takes about 30 minutes, though they may extend its weekend stay in the Bandon marina if boat traffic increases.

“We’ll reevaluate (each weekend) and we might stay longer,” LaFevre said.

Meanwhile, if the boat is in the marina, the crew is here, she said. And she reminds the public not to be concerned if they hear the boat and a Coast Guard helicopter from Sector North Bend doing training exercises, even in the late evening when it’s almost dark.

“If we’re lowering a basket up and down, it’s definitely training,” she said.

Those who need to contact the Coast Guard for bar conditions or other reasons can call the line they’ve had for many years — 541-347-2038 — it’s been transferred down to the Coast Guard building. Leave a message and a crew member will return the call, or call the Coos Bay Coast Guard Station at 541-888-3267.



Amy Moss Strong / The Bandon Western World
The U.S. Coast Guard, Coquille River Patrol, is back in Bandon on weekends for the summer. Four of the eight crew members are pictured from left, including Boat Operator and Boatswain’s Mate 2nd Class Rachel LaFevre, Boatwain’s Mate 3rd Class Shannon Rising, Crewman Justin Herman and Boat Engineer David Braley.

*Thank you Coast Guard
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Sector North Bend: Saving lives



John Gunther / The Bandon Western World
AMT 2 Matt Calderon washes off a Coast Guard helicopter to make sure it is clean of salt water after a training run that included hovering near the surface of the ocean.



John Gunther / The Bandon Western World
AST 3 Jack Kelly loads a rescue basket into one of the Air Station North Bend's MH-65 D Dolphin helicopters following a recent training flight.

JILLIAN WARD

The World

NORTH BEND — “A good afternoon can turn threatening quickly,” said Jordan Long, a Lt. Junior Grade with the U.S. Coast Guard, discussing the South Coast..

Stationed out of Sector North Bend, Long looked back on a mission that has stood out to him during his three years in the area. He recalled responding to the Umpqua River where a family had gone out on a recreational vessel, which had capsized.

“Everyone who serves here has respect for the Umpqua River,” Long said. “We know how dangerous the area can become”

Though some were saved, not all survived.

“It shows how wild and dangerous the Oregon coastline can (be),” he said.

At Sector North Bend, also known as the Air Station, Commander Michael Baird said “our primary mission is search and rescue.” Though the sector also conducts law enforcement, protects living marine resources, and has environmental and pollution response, search and rescue has become a much-needed service in the area.

“Given the rugged terrain, a lot of times the Air Station is the only asset that is hoist capable and can respond to people



John Gunther / The Bandon Western World
AET 3 Alex Treadwell inspects a Coast Guard MH-65 D Dolphin helicopter between training runs inside the hangar at the North Bend Air Station.

in need on the shoreline” Long said.

Since transferring from the U.S. Army to the Coast Guard as a helicopter pilot, Long has learned about Oregon's complex offshore cases as well as what is referred to as Inland Rescue Cases. Inland Rescue Cases, which are often inland rescues,

pose unique missions that require the same level and proficiency of training needed in offshore calls.

Long said often times people don't realize the Coast Guard conducts inland rescues.

“The last couple months with everyone

coming out of quarantine and going out hiking, it has been evident how needed (our) services are here because there isn't any other agency capable to rescue people depending where they get stranded,” Long said. “We can go in and pick them up and save them that way.”

Baird pointed out that the Air Station is more than just that though. As Sector North Bend, it also serves as command center and support personnel.

“... It's not just the Air Station, but all the units for the 220 miles of the Oregon coastline,” Baird said.

Whenever members of Sector North Bend respond to a call, members from these other stations may also respond, along with local agencies.

“Very rarely is it just us responding,” Baird said.

For Baird, who has been in the service for 17 years, he has learned that “no case is exactly what you train for,” even in the aircraft.

“There's a lot of group coordination and risk analysis,” he said. “... It can be very exciting. No overturned vessel is the exact same. Sometimes people are in the water, sometimes they're not. Sometimes we can make a difference and sometimes we can't.”

For the missions where not everyone is

saved, like the one Long remembered on the Umpqua River, Baird pointed to the importance of training for these different scenarios.

“You get people used to adapting and making risk assessments for on-scene judgement calls,” he said.

Though, not every mission ends tragically or bittersweet. Baird was first stationed at Sector North Bend in 2009 to 2013 right out of flight school. One of the missions that stood out to him in his experience was a Search and Rescue mission for a fishing vessel out of Yaquina Bay on the North Jetty.

“There were communication issues with the small boats,” he remembered. “We were asked to establish comms with (the 70-foot crab vessel). We got on scene and saw it was on the jetty, on its side, taking on 15-foot breakers.”

The small boats weren’t able to get close enough to help, so his helicopter deployed a rescue swimmer.

“We saved four people and a giant golden lab,” Baird said.

When they returned the next morning, half the boat had broken up and washed out.

“It makes you feel great that you got there in time and helped people,” he said.



John Gunther / The Bandon Western World
The North Bend Air Station has a total of five MH-65 D Dolphin helicopters, with two ready crews available at all times for emergencies, one in North Bend and one in Newport.

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The U.S. Coast Guard Station Yaquina Bay held a special ceremony on June 29, 2020 in Newport.

Chief Warrant Officer 4 Ryan O'Meara relieved Chief Warrant Officer 3 Thomas Molloy as commanding officer of Station Yaquina Bay. CWO3 Malloy also relieved CWO4 O'Meara as commanding officer of the National Motor Lifeboat School at Station Cape Disappointment, WA.

The two switched assignments.

"This was largely due to their shared, specialized skillset as command cadre in the surf community operating in the unique waters of the Pacific Northwest," Coast Guard officials reported.

Captain Olav Saboe, Commander Sector North Bend, oversaw the ceremony as crewmembers and families attended.

Photo courtesy of U.S. Coast Guard Chief Warrant Officer 4 Ryan O'Meara and Chief Warrant Officer 3 Thomas Molloy.



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U.S. Coast Guard Station Yaquina Bay

MAX KIRKENDALL

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Located in Newport, Ore. the history of Station Yaquina Bay dates back more than a century.

In 1896, the first U.S. Lifesaving Service station was open at South Beach. Later in 1906, the U.S. Lifesaving Service station move to the present site of the Yaquina Point Lighthouse.

The present facilities were erected in 1944, after the first building was destroyed by fire. A modern annex with berthing, dining, haul out facilities, as well as emergency power supplies, was completed in 1983.

The Station's is responsible for the area that extends from Cape Perpetua to Spencer Creek, totaling 27 miles of Oregon coastline. With the primary mission of search and rescue, the station responds to as many as 590 cases per year.

In addition to search and rescue, another primary mission at Yaquina Bay is law enforcement, of which the station conducts about 200 cases every year. Their supporting vessels include one of the Coast Guard's four virtually unsink-



Photo courtesy of U.S. Coast Guard

Station Yaquina Bay in Newport has been in two locations. First in South Beach near Newport. Presently, it is located near Yaquina Point Lighthouse.

able 52-foot vessels, which can tow vessels as large as 750 gross tons, take 30-foot seas, travel 150 nautical miles off shore and right itself after a rollover.

Because the station is close to the Siletz River, which floods every year, the station personnel are also trained to assist the local and state police departments, local fire departments, county

search and rescue and county marine patrol with emergency flood response when the river floods.

The Yaquina Bay Station has 48 active duty personnel and 16 reserve personnel.



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Coast Guard Feature: The Creed

U.S. COAST GUARD

Years ago a visitor from Central Oregon stood on the Depoe Bay Bridge, which runs along the Pacific Coast Highway, otherwise known as State Highway 101. She looked out to see a silver boat zipping around in the ocean, and thought to herself 'that looks fun and I want to drive that boat.'

"I had no prior knowledge of the Coast Guard, but at that time in my life I was looking for a purpose," said Petty Officer 2nd Class Kelsi Dozier, (surfman #561) from Coast Guard Station Yaquina Bay in Newport, Oregon. "After that family vacation to Depoe Bay and a little video research on YouTube, I reached out to a Coast Guard recruiter."

The Coast Guard has certified 10 surfmen during the past 8 months. In order to earn the surfman qualification a Coast Guard coxswain requires a lot of hours at the helm while operating in the surf. These weather and sea conditions are most often found between the months of October and April.



Photo courtesy of U.S. Coast Guard Petty Officer 2nd Class Enrique Lemos (surfman #559) operates a 47-foot Motor Lifeboat near the entrance to the Umpqua River in Winchester Bay, Oregon, Dec. 26, 2019. When Coast Guard crews are operating in the surf there has to be another asset nearby to respond if something goes wrong in the dangerous conditions.

See **THE CREED** Page 21

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Photos courtesy of U.S. Coast Guard Petty Officer 2nd Class Enrique Lemos

Petty Officer 2nd Class Enrique Lemos (surfman #559) operates a 47-foot Motor Lifeboat near the entrance to the Umpqua River in Winchester Bay, Oregon, Dec. 26, 2019. Lemos was one of 10 Coast Guardsmen to certify as a surfman during the winter and spring.

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“It requires a lot of extra time outside of normal duty hours,” said Petty Officer 1st Class Adam Preiser (surfman # 535), Station Chetco River in Brookings, Oregon. “I had to break-in at two different units and came in on baby leave to scout conditions and push for training opportunities. Surfman training conditions hold a very tight window and you have to get out there when the window is open.”

Preiser’s baby leave wasn’t any normal baby leave either, because his newborn needed to get life-saving heart surgery. Station Chetco River is a 7-hour drive from where the heart surgery was taking place at Oregon Health and Science University in Portland, Oregon. While visiting with his wife and newborn, he saw a weather system forming and knew it would bring the surf needed to train, and so he raced home.

Resiliency is a key factor for both member, family member, and mentor. Coast Guard service members need spouses and support systems to be strong and in place, so when they are on duty, their whole body and mind are on the job.

“Mentors put in a ton of hours to push you toward the qualification,” said Petty Officer 2nd Class Enrique Lemos, (surfman #559), Station Umpqua River. “They put in the same time as me.”

Surfman mentors consistently preach patience, determination, and humility, because earning the surfman qualification isn’t an easy or quick process.

“The most important thing I learned from my mentor was to continue to learn and develop,” said Petty Officer 2nd Class

Aaron Hadden, (surfman #560), Station Umpqua River. “Making surfman is not the end result. I have to continue to act like I haven’t made it yet.”

Mentors share mistakes and successes. They offer learning experiences and offer a 360-degree perspective. There is an awful lot of tough love as coxswains work toward the surfman qualification, but that ends up creating a very close bond.

A member’s resiliency is needed most when stick time is at a premium.

“It’s really hard to share stick time,” said Preiser. “It’s like a double-edged sword. On one side it’s healthy competition, and on the other, you want to be greedy because weather changes and boat casualties occur, and you don’t want to miss out.”

The healthy competition spoken of by Preiser was especially present while Hadden and Lemos were trying to qualify at the same time. They ended up earning the qualification on the same day and receiving their pin on the same day. Petty Officer 1st Class Raymond Aguilar (surfman # 557) and Dozier also had to share stick time at Station Yaquina Bay.

“You share a different bond with somebody who is operating at the same level as you are,” said Aguilar.

“Time is divided up fairly in my opinion,” said Hadden. “It’s a friendly competition. You just have to be always there pursuing sign-offs and asking to go out.”

This brotherhood turns into a community composed of past, current, and future surfman and they all live by a creed:

I will, to the best of my ability, pursue each mission with the commitment, compassion, and courage inherent in

the title of Surfman. I will endeavor to reinforce the worldwide reputation of our forefathers in the Lifeboat Community. I will maintain a guardian’s eye on my crew at all times, and keep a cool, yet deliberate, hand on the throttle. I will give of myself, and my knowledge as those who gave to me; so as the line of Coast Guard Surfman will live forever.

I will ensure that my supervisors rest easy with the knowledge that I am at the helm, no matter what the conditions. I will never unnecessarily jeopardize myself, my boat, or my crew; But will do so freely to rescue those in peril. I will strive with dedication and determination to bring credit upon Coast Guard Surfman, past and future.

“Taking care of people and taking care of the crew are key factors in every successful mission,” said Lemos. “You have to invest in that philosophy.”

This is a once-in-a-lifetime process,” said Aguilar. “I will pay it forward on the positive side and will avoid paying it forward with the bad experiences.”

“I want to save people as well as their property,” said Dozier. “I also look forward to being able to pass the knowledge that I have gained to the next watchstander, crewman, and coxswain. Part of my job is to teach others the energy and movement of the waves and how to look at the weather. A surfman has to look at everything and recognize how it will come together and affect the mission.”

For Preiser, The ‘surfman community’ is strong and it goes outside of the Coast Guard. He has known a fellow surfman since he was 5 years old and another

surfman was in his wedding.

“The brotherhood begins while training because regulations state we can’t go out in the surf without another boat out there,” said Preiser. “That boat and that crew is our lifeline if something goes wrong.”

Regardless of the different backgrounds, these five surfmen have all come together to protect mariners in the Pacific Northwest.

Preiser hails from The Outer Banks of North Carolina, the birthplace of the original Coast Guard surfmen, the Midgett family. But he didn’t realize or know the significance of his hometown before joining the Coast Guard.

Aguilar joined the Coast Guard out of Santa Clarita, California, and spent time at two different units, Coast Guard Cutter Boutwell and Station Seattle, before deciding to pursue the surfman qualification at Station Yaquina Bay.

“Research showed the challenge of becoming a master at boat driving skills,” said Aguilar. “But the original draw to the Coast Guard was the humanitarian efforts as first responders.”

Hadden began his military career in the Army, where he worked with explosives. He was deployed in Afghanistan for a year before joining the Coast Guard.

Lemos from central California, learned of the surfman career path at boot camp where his company commander, a surfman, told stories of his career at surf stations. His first unit was

THE CREED from Page 21

aboard the Coast Guard Cutter Pamlico, and then he attended Boatswain's Mate A-school before arriving at Station Umpqua River.

Dozier's journey began shortly after that trip to Depoe Bay. Her first unit out of boot camp was Station Chetco River in Brookings, Oregon. This was also her first up-close experience with the 47-foot Motor Lifeboat, the silver boat that she saw during her trip to Depoe Bay. She started her career in the engineering department before going to Boatswain's Mate A-School. She then earned coxswain and heavy-weather coxswain qualification at Station Jonesport, Maine.

"As you begin to understand the surfman community, that is part of what keeps you in it," said Dozier. "Most public knowledge of what surfman are comes from imagery of boats crashing through waves, but a surfman's knowledge of history, areas of responsibility, ability to read the ocean, understanding the dynamics and know where the dangers come from, is what sets a surfman apart. It isn't all about boat driving, there's also the other side of it that is based around knowledge, experience, and understanding."

Most cases don't occur in the surf, but surfman and the crews of the motor life-

boats are the people who can get through any conditions to help the disabled mariners offshore, who would otherwise be drifting helplessly.

Last summer Dozier sat at the helm of a 47-foot MLB and watched the ocean swells approach the Depoe Bay entrance, known as the Hole in the Wall. As a now experienced boat operator, she intently watched the ocean to understand the dangers of entering this particular port. Although intently studying she remembers thinking, "This is pretty wild — a few years ago I was up on the bridge thinking they were nuts for trying to go in there. It looked too small and shallow."

Dozier loves the history of the surfman and lifeboat community, which in turn heightens her appreciation toward the elite community she is now a member of.

"I enjoy hearing the history of the surfman that came before me like Master Chief McAdams," said Dozier. "History shows why we are here and why we do what we do. One thing I have learned about being a surfman is it's not one person or a number, it is a representation of the entire crew."

Dozier may just be a self-proclaimed country girl, but with her inherent amount of compassion and drive to help others, she carries on the legacy of the creed as one of the Coast Guard's newest surfman.



Photo courtesy of Bruce Beck Photography, Public Domain use approved by Mr. Bruce Beck
 Petty Officer 1st Class Adam Preiser (surfman #535) operates a 47-foot Motor Lifeboat in the surf near Brookings, Oregon, Dec. 13, 2019. Surfman is the highest certification Coast Guardsmen can achieve in Coast Guard small-boat operations.

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U.S. Coast Guard Fun Facts

The history of the Coast Guard founding - The Coast Guard was founded on August 4, 1790, after Congress commissioned the construction of ten ships to help enforce federal tariffs and prevent smuggling.

A Writer's Roots - Alex Haley, who wrote the acclaimed Pulitzer Prize-winning novel "Roots," was the Coast Guard's first journalist.

Two flags are better than one - The Coast Guard has two official flags: The Coast Guard standard and the Coast Guard ensign.

Sink or swim - One of the lesser-known Coast Guard facts is that becoming a Coast Guard rescue swimmer is extremely hard. More than half the people who try out fail.

Disney and the Coast Guard - Walt Disney created a special logo for the Coast Guard's Corsair Fleet during World War II, featuring Donald Duck.

How many wars have Coast Guard members served in? - Members of the Coast Guard have served in 17 wars and conflicts throughout U.S. history.

Which department is the Coast Guard part of? - Since 2003, the Coast Guard has been operating as part of the Department of Homeland Security.

Where was the first Coast Guard Air Station? - The first permanent Coast Guard Air Station was located in Cape May, New Jersey, and was founded in 1926.

The origin of the racing stripe - Colors of the Coast Guard facts - in 1967, the Coast Guard adopted the trademark red slash design, or racing stripe, that appears on its vessels.

Women in the Coast Guard - In 1941, the Coast Guard hired its first civilian women to serve in secretarial and clerical positions.

The Coast Guard and World War II - 241,093 Coast Guard members served during World War II.

The Coast Guard motto - "Semper Paratus" is the Coast Guard motto.

What is a cutter, anyway? - The Coast Guard refers to a vessel as a "cutter" if it's over 65-feet long.

The Coast Guard hockey legacy - Do you know your Coast Guard sports facts? From 1942-44, the Coast Guard had a championship hockey team called the Cutters that played in the Eastern Amateur Hockey League, considered to be one of the most competitive leagues of its time.

Fellow U.S. naval services - Until the Navy was re-established in 1797, the Coast Guard was the only naval service in the country.

The first uniformed female Coast Guard members - In 1918, sisters Genevieve and Lucille Baker were the first uniformed women to serve in the Coast Guard.

Who was Captain Hopley Yeaton? - President George Washington commissioned the first Coast Guard officer, Captain Hopley Yeaton, on March 21, 1791.

Where is the oldest boat station? - The oldest Coast Guard boat station is in Sandy Hook, New Jersey.

The Eastwind - In 1967, the Coast Guard icebreaker Eastwind became the first cutter to ever sail around Antarctica. Eastwind was also the first ship to circumnavigate Antarctica since 1843.

On My Honor - The Coast Guard core values are honor, respect and devotion to duty.



U.S. Coast Guard Station Depoe Bay

Photo courtesy of Frank Cavazza

U.S. Coast Guard Station Depoe Bay is located in the 'world's smallest harbor,' and serves as a sub-unit of Station Yaquina Bay in Newport.

MAX KIRKENDALL

newsguardeditor@countrymedia.net

Established in 1940, the U.S. Coast Guard Station in Depoe Bay is located 16 miles north of Newport.

Depoe Bay is known as 'the world's smallest harbor' because the harbor entrance is 50 feet wide by 150 yards long, with two

dogleg turn cuts between the rock with an overhead bridge. This restricts the vertical clearance to only 42 feet.

Facilities include the original station building with some minor upgrades, two berthing areas, garage and a boathouse. The station became a sub-unit of Station Yaquina Bay in Newport in 1997, under the boat station streamlining initiative.

Station Depoe Bay is responsible for

an area on the mid-Oregon Coast that extends north to Cape Kiwanda in Pacific City and south to Heceta Head near Yaquina Bay. The station's primary mission is to provide search and rescue to commercial mariners, recreational boaters and surfers in the area. The station also supports numerous other Coast Guard missions including marine environmental protection, fisheries conservation enforcement,

towing and enforcing boating safety regulations.

The Station's assets consist of one 47-foot motor lifeboat, the Coast Guard's last 30-foot surf rescue boat and a 24-foot rigid hull inflatable boat. There are also 19 active duty personnel and four reserve personnel at Station Depoe Bay. Station Depoe Bay named Petty Officer Travis Fisher their Chief in November of 2019.

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Coast Guard at Tillamook Blimp Base



Photos courtesy of Carl William Schefsky

Carl William Schefsky was transferred to the United States Coast Guard Station Electronics Repair Shop (LL) Landline in Tillamook in July of 1948. Schefsky was stationed in Tillamook until his retirement from the Coast Guard in December 1961. He retired as a Chief Petty Officer First Class. Schefsky was promoted to officer in charge in 1956. The United States Coast Guard Station was located at the Tillamook Air (Blimp) Base. It was located to the left of the base as one entered at the manned guard station. It was a large barn shaped structure painted the customary grey of the Coast Guard. The Station housed all the electronic equipment needed to keep lines of communication open along the Oregon coast between stations. In addition it housed all necessary gear, tools, vehicles, vehicle repair shop and offices. Outside was enough area to store telephone poles and wire. Their duty was to repair down lines, string new lines, and repair reception. When necessary they assisted in search and rescue efforts.



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When the surf's up, he's 'got your six'

KARL ANDERSON
Guest Contributor

When your average person thinks of the word "surfman" they picture a guy hitting the beach with a board.

But for Boatswain Mate 1st Class Jimmy Thrall, operating out of Coast Guard Station Tillamook Bay, he plows through the surf behind the wheel of a boat to save people or vessels in distress. Specifically, a 47-foot boat owned by the U.S. Coast Guard. His title: 'Surfboat Driver' or 'Surfman.'

Thrall, a resident of Bay City, began his career with the Coast Guard in 2005 and has been at Station Tillamook Bay for the past five years.

"I entered boot camp at Cape May, New Jersey in February of 2005," Thrall said. "That was for eight weeks, which was followed by cutter duty. "I was on the buoy tender cutter 'Anthony Petit' from 2005 through 2006 and then on the cutter 'Active' from 2006 through 2008."

Thrall sailed on the 'Active' from Port Angeles, Washington down the Pacific



Photo courtesy of the U.S. Coast Guard

See **SURF'S UP** Page 27

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SURF'S UP from Page 26

Coast all the way to the waters off Colombia and Ecuador on a drug interdiction mission. "We crossed the equator on that trip", he said. "I think El Salvador was the sketchiest place I saw."

His cutter service completed, Thrall then aimed his sights at surfman certification. He attended Basic Coxswain School for two weeks, followed by Heavy Weather Coxswain School for three weeks, and Surfman School for four weeks, all in Ilwaco, Washington. During this time he was assigned to Station Quillayute River in La Push where he remained until 2015.

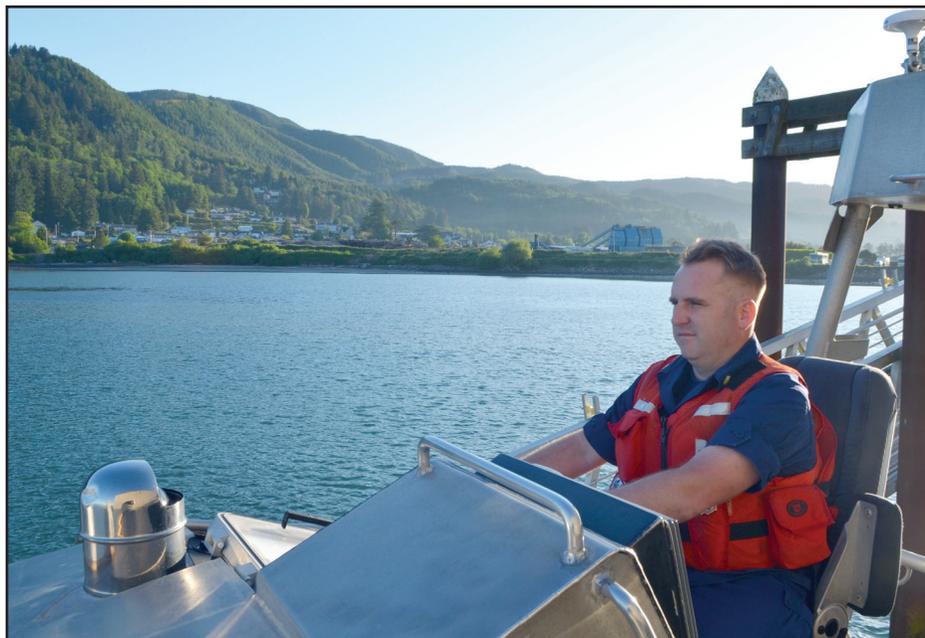
In May of 2015 he was assigned to Station Tillamook Bay. Of the 40 Coast Guard personnel currently at the station, only five are surfmen.

Thrall said the Tillamook Bar is unquestionably the most dangerous bar on the Oregon coast. "It is so unpredictable due to so many shallow spots that are caused by the jetties. Conditions can change in a matter of minutes."

When asked if saving lives has been his biggest challenge as a surfman, he candidly said "I really don't think of saving lives as a challenge. It's just my job."

But he recalled one time when things were "a bit dicey" in October of 2015.

"There was a commercial fishing boat called the 'Willapa' that had become disabled about two miles or so out at sea off



Courtesy photo

Boatswain Mate 1st Class Jimmy Thrall.

Manzanita. We were towing her back toward Tillamook Bay. It was close to midnight. We knew the bar was going to be picking up and we wanted to hurry and get them in. The bar was going to be deteriorating quickly. When we started getting close to the bar, the other lifeboat came out to see what would be the best area to come in. We decided the north side of the bar was the best because the south side had already

started to break.

When we started coming in through the jaws a big wave came through and picked up the boat, causing it to surf up the towline. There was only one guy on the boat."

Thrall instinctively applied more power to keep the towline taught.

"We got her in just seconds before the north side started to break," he said. "Had it started to break before we got there, we

would have been forced to wait out there until the tide changed, or all night."

While he said three boats have capsized on the bar during his five years at the station, there has only been one casualty: a man who died from a heart attack. "But I know there have been many deaths on the bar before I came here."

But the biggest emotional challenge for the surfman occurred on July 7, 2010.

"We had a Coast Guard helicopter crash in La Push," he said. "They had hit a power pole and sheared off the tail rotor. I was called up as part of the search and recovery team and later as part of the salvage operation."

The only survivor was the co-pilot, Thrall said. "Two of the crew members were killed but we couldn't locate the pilot. We had to assume at that point that he might have still been alive.

Debris from the wreckage was everywhere. They finally found the pilot's body in the front part of the fuselage underwater. He was still strapped in his seat."

Station Tillamook Bay confirmed that "As one of the Senior Duty Officers at the station, he (Thrall) has coordinated or responded to 105 search and rescue missions, preserved 6.9 million dollars of property and has saved 11 people."

In addition to his job as a surfman for the Coast Guard, Thrall has also been a volunteer firefighter for the Bay City Fire Department for the past 2 ½ years, as have five other members of Station Tillamook Bay.



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At the helm of Coast Guard Station Tillamook Bay



Courtesy photo

Master Chief Boatswain's Mate Corbin Ross.

Command changed hands last year at Coast Guard Station Tillamook Bay when Master Chief Boatswain's Mate Curtis Dewey retired, turning over leadership to Master Chief Boatswain's Mate Corbin Ross, who couldn't be happier since his arrival.

In his free time, Ross is a dedicated fisherman who also likes to tinker with engines. He lives in Warrenton with his children, 17-year old Victoria and 13-year old Tyler. Born and raised in Bend, Oregon, he is also a lifelong outdoorsman, always looking for a chance to enjoy nature.

Growing up, Ross formed a connection with the Pacific Ocean early, beginning scuba diving with his family at a young age and spending his summers visiting Oregon Coast towns. He saw a lot of the Coast Guard during that time and it wasn't long before he wanted a piece of the action – driving the boats.

Ross' first unit was based in Port Angeles, Washington, on the Cutter Active. He was bummed at first because he wanted to drive the small boats, but the tour was far more exciting than Ross had expected. The unit spent much of its time focused on busting drug runners and illegal migrants.

"It was few and far between, but you got something it was intense," Ross said.

Ross also served tours Newport and Depoe Bay before a five-year stint driving and maintaining boats in Tillamook. He worked two major floods and handled operations during the 2006 flood, coor-

inating with numerous agencies as the county was soaked.

Ross went from Tillamook Bay to Fort Bragg, California, for a tour at Coast Guard Station Noyo River. He also served in Annapolis, Maryland and Cape Cod, Massachusetts. He fondly recalls the beauty of the New England coast, despite its brutally cold seasons. He was pleased to return to the milder winters on the North Coast of Oregon after a short time as Executive Petty Officer at the National Motor Life Boat School.

As he was advancing, Ross knew the head desk at Coast Guard Station Tillamook Bay would open soon. He's had his eye on the job since he was serving in Maryland. He had it locked but pulled back for family reasons. Once retired after more than three decades in the Coast Guard, Ross jumped on the opportunity.

"I wanted to come back," Ross said. "I loved Station Tillamook; I made a lot of progress here in my career."

Ross said one reason he came back was the danger of the area. He said the bar is particularly tricky, and assisting boaters and fishermen is a regular affair. He also speaks highly of the crew at Tillamook Bay, calling them fun and hardworking – and most importantly they care about what they do and the community they serve. And you don't have to look hard to see the popularity of the Coast Guard in the Tillamook area.

"We're blessed to have a community that supports us," Ross said.

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Tillamook Bay Coast Guard Station Garibaldi



Tillamook Bay Coast Guard Station is located approximately two miles from the entrance of Tillamook Bay, in Garibaldi. The bar at the entrance of the bay is one of the most treacherous bars on the Oregon coast. The station was established in 1908, with Surfman Robert Farley as the station keeper.

After relocating the original station house to Garibaldi, the present moorings and the station facility was completed June 4, 1982.

Station Tillamook has an area of responsibility from Tillamook Head on the Oregon coast south to Cape Kiwanda. Their duties include rough water rescues, maritime environmental protection, maritime

law enforcement, boating safety and implementation of the commercial fishing vessel safety regulations.

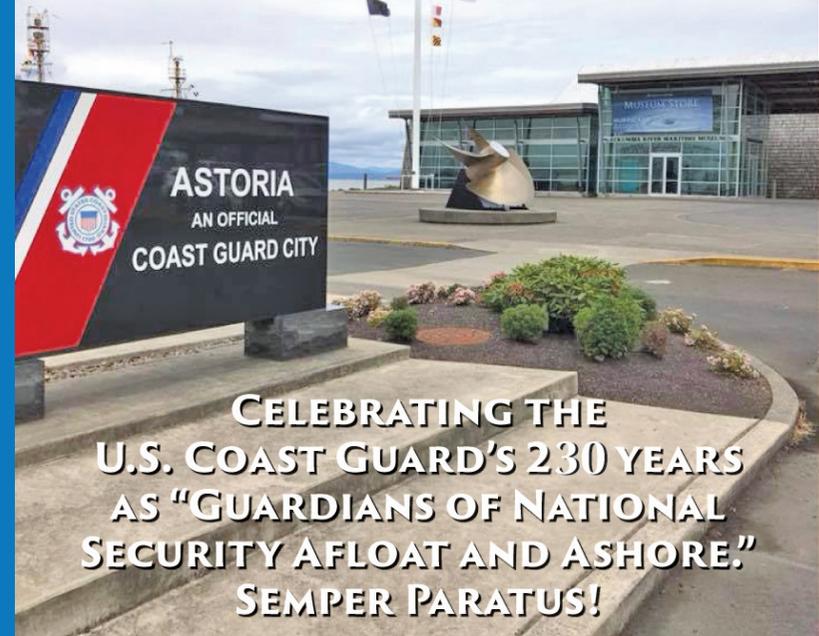
Station Tillamook Bay averages more than 250 search and rescue cases a year. Because Tillamook Bay has a tricky entrance bar that breaks quite frequently, the station is often seen escorting recreational and commercial fishermen. The station is also equipped with a flood relief punt to evacuate people stranded by frequent flooding.

Spring and summer operational activities include towing distressed vessels and assisting recreational boaters.

Fall and winter operational activities include escorting the commercial fishing fleet across the bar.



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Sector Columbia River (SCR) Area of Responsibility (AOR): includes 33 ports and 420 nautical miles of coast (and offshore) in Oregon and southwest Washington, and 465 miles of navigable rivers (the Columbia, Willamette and Snake River systems to Idaho – a \$26B/year maritime transportation system). SCR is parent command to nine major operational units in WA and OR. SCR is based in Warrenton, OR alongside Coast Guard Air Station Astoria, and within sight of the Columbia River Bar which serves as the critical entry and exit point to the region’s vital inland river system.

SCR Missions include:

- Search and Rescue
- Marine Inspection
- Waterways Management
- Maritime Homeland Security
- Fisheries Law Enforcement
- Aids to Navigation
- Boating Safety
- Marine Environmental Protection and Response
- Living Marine Resources Protection

SCR Statistics: average annual

- 552 Search and Rescue Missions
- 218 Pollution Responses
- 704 Foreign Vessel Examinations
- 25 Homeland Security Vessel Boardings
- 372 Fishing Vessel Examinations

- 207 Facility Security Inspections
- 842 US Flag Vessel Inspections
- 420 Marine Casualty Investigations
- 64 Marine Event Permits
- Countless other events including aerial/ boat patrols, exercises/drills, bar openings and closures, vessel escorts, interagency coordination events, public outreach/education, etc.

Roles and Legal Authorities of the Sector

Commander: Commander, Coast Guard Sector Columbia River is the operational commander for all SCR forces (listed below). Additionally, the CAPT holds the following critical legal authorities essential to maintaining safety, security and environmental stewardship:

- Captain of the Port (COTP)
- Officer in Charge of Marine Inspection (OCMI)
- Search and Rescue Mission Coordinator (SMC)
- Federal Maritime Security Coordinator (FMSC)
- Federal On Scene Coordinator (FOSC)

Total SCR Personnel Strength: 527 Active Duty, 90 Reserve, 25 Civilian, 440 Auxiliary

SCR Units and Personnel Strength: SCR Hdqtrs/Air Station Astoria (Warrenton): 226 Active Duty, 45 Reserve, 13 Civilian

- Marine Safety Unit (MSU) Portland: 69 Active Duty, 20 Reserve, 11 Civilian
- Station Grays Harbor WA: 49 Active Duty
- Station Cape Disappointment WA: 67 Active Duty & 9 Reserve
- Station Tillamook Bay OR: 43 Active Duty
- Station Portland OR: 32 Active Duty & 16 Reserve
- Aid to Navigation Team Astoria OR: 12 Active Duty
- Aid to Navigation Team Kennewick: 13 Active Duty
- CGC BLUEBELL, Portland OR (100ft Buoy Tender; 2nd oldest ship in Coast Guard fleet; Commissioned 1944: 15 Active Duty)

SCR Operational Assets: MH-60T Jayhawk Helicopters (3); 52’ Heavy Weather Vessels (2); 47’ Motor Life Boats (7); 29’ Response Boats (8); 16’ ATON Skiff (1); 26’ TANB (2); 20’ Small ATON Boat (2)

Other Astoria, OR Area CG Units

National Motor Lifeboat School, Ilwaco, WA (56 Active Duty personnel). Coast Guard Cutter ALERT, Homeport Astoria OR City Pier (Commissioned 1968; 78 Active Duty personnel). Coast Guard Cutter STEADFAST, Homeport Astoria City Pier (Commissioned 1968; 75 Active Duty personnel). Coast Guard Cutter ELM, Homeport Astoria OR (Tongue Point - Commissioned 2003; 49 Active Duty personnel). Electronics Support Detachment Astoria, Tongue Point (15 Active Duty personnel). Advanced Helicopter Rescue School, seasonal school located in Astoria OR (Tongue Point)

Sector Columbia River

JEREMY C. RUARK
jruark@countrymedia.net

Coast Guard Day is historically held every August 4 to commemorate the founding of the United States Coast Guard as the Revenue Cutter Service on August 4, 1790, by then-Secretary of the Treasury Alexander Hamilton.

On that date, the U.S. Congress authorized the building of a fleet of the first ten Revenue Service cutters, whose responsibility was the enforcement of the first tariff laws enacted by the U.S. Congress under the U.S. Constitution.

Coast Guard Sector Columbia River was originally established as Air Station Astoria on August 14, 1964 at Astoria Regional Airport in Warrenton, Oregon. Sector Columbia River is responsible for all of the Coast Guard’s 11 statutory missions, the unit’s area of responsibility covers 33 ports, 420 nautical miles of coast in Oregon and southwest Washington, and 465 nautical miles of navigable rivers (the Columbia, Willamette and Snake River systems to Lewiston, Idaho).

Sector Columbia River has a dedicated, multi-talented workforce that includes 527 Active Duty, 90 Reserve, 25 Civilian and 440 volunteer Auxiliary personnel. Under normal circumstances, our diverse group would

be celebrating Coast Guard Day by enjoying a picnic, playing sports, watching search and rescue demonstrations, and other fun games and activities with our families.

This has always been a time to say farewell to members and families who will be transferring during the summer, and an opportunity to welcome and get to know those who have recently arrived to join our crews and workforce.

This year Sector Columbia River will be celebrating a little differently.

We may not be able to gather as a Sector to enjoy a picnic this Coast Guard Day, but we can still spend time with our coworkers at work and at home with our families and to celebrate the creation of the Revenue Cutter Service 230 years ago.

In 2019, Sector Columbia River:

- Responded to 1,008 search and rescue cases, saving or assisting 1,374 lives and over \$50.3M in property
- Permitted over 100 marine events in the federal waterways
- Investigated 187 marine casualties and 311 reports of pollution
- Conducted 1,260 law enforcement activities.



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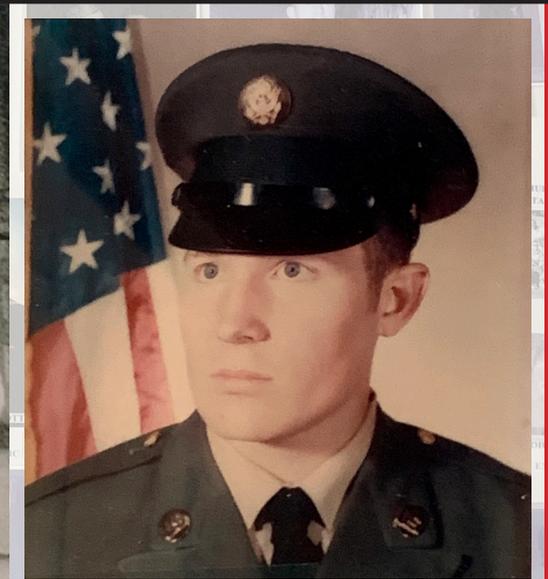
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Photo courtesy of U.S. Coast Guard Petty Officer 1st Class Levi Read
 Cmdr. Alain Balmaceda, commanding officer, and Lt. James Heuser, operations officer, both of the Coast Guard Cutter Steadfast are presented a mini-boat aboard the Steadfast in Astoria, Ore., Feb. 7, 2018. The mini-boat built and created by middle school students from Cedar Park Middle School in Beaverton, Ore., as part of a international science project involving multiple schools from Oregon and Japan.

PETTY OFFICER LEVI READ

Guest Contributor

During a recent transit down the Western Coast of the United States, the Coast Guard Cutter Steadfast, a 210-foot medium endurance cutter homeported in Astoria, Oregon, encountered heavy seas with swells averaging 12 to 15 feet for numerous days. Regrettably some unsecured mugs and the content of a desk or two paid the price as the cutter violently pitched and rolled while transiting down the coast. However the crew was able to secure the Pacific Lotus, a mini-boat entrusted to them by a 7th grade class from Cedar Park Middle School located in Beaverton, Oregon, preventing it from being damaged before its intended purpose.

Five classes in Oregon each constructed two five-and-a-half-foot-long self-righting fiberglass mini-boats equipped with GPS transmitters—one to launch from the United States and the other to send to their partner class in Hachinohe, Japan for launching from the Japanese Coast.

The goal of these boats is to teach elementary and middle school students from two countries, Japan and the United States, each of which lie on opposite sides of the Pacific Ocean to better understand the ocean, currents, wind and the atmosphere. An additional goal of the students was to learn more about each participating countries culture through a cultural exchange without ever leaving the classroom.

Five classes in Oregon are participating in this project with Hachinohe, Japan, partner schools:

3rd grade Hilda Lahti Elementary School in Knappa with partner school Tanesashi Elementary School

- Sailing from U.S.: s/v Boat-a-Lahti | hull #002 (no reports from boat)

- Sailing from Japan: s/v East Ocean Friends | Tokai no Yujin | hull #006

4th and 5th grade Richmond Elementary School in Portland with partner school Kanehama Elementary School

- Sailing from U.S.: s/v Nishikaze | hull #007

See **PACIFIC** Page 33

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Photo courtesy of Coast Guard Cutter Alert Cmdr. Tobias Reid, commanding officer, and Chief Petty Officer Adam Greenwald, a culinary specialist, both from the Coast Guard Cutter Alert, homeported in Astoria, Ore., launch the mini-boat Boat-A-Lahti off the coast of San Diego, Feb. 11, 2018. The mini-boat Boat-A-Lahti was built by 3rd graders from Hilda Lahti Elementary School, in Knappa, Ore., and is one of 10 mini-boats that are being launched as part of an international science project and cultural exchange between students from Oregon and Japan. U.S.



Photo courtesy of Coast Guard Cutter Alert A small-boat crew from the Coast Guard Cutter Steadfast launches off the starboard side of the cutter during a deployment off the coast of Baja, Mexico, March 2, 2018. The boat crew launched a 5.5 foot long self righting fiberglass boat named the Pacific Lotus built by middle schoolers from Cedar Park Middle School in Beaverton, Ore., which the middle schoolers will track using built in solar GPS panels.

PACIFIC from Page 32

- Sailing from Japan: s/v Go! Go! Beach Maru | Go! Go! Kanehama Maru | hull #008

6th grade Otto Petersen Elementary School in Scappoose with partner school Tanesashi Elementary School

- Sailing from U.S.: s/v Red, White & Blue Crew | hull #004 (no reports from boat)

- Sailing from Japan: s/v Tanesashi Maru hull #005

6th grade Astor School in Portland with partner school Okuki Elementary School

- Sailing from U.S.: s/v Lil' Big Boat | hull #003

- Sailing from Japan: s/v Okuki Maru | hull #009

7th grade Cedar Park Middle School in Beaverton with partner school Okuki Elementary School

- Sailing from U.S.: s/v Pacific Lotus | hull #010

- Sailing from Japan: s/v Dream Okuki | hull #011

Click here to view an active boat map.

Each student in the classes was assigned a writing project introducing themselves, their school, city, and state/prefecture. Using these introductions students in each class were paired with their "Mini-Boat Mate" who they have been communicating with weekly.

While the boats are at sea, students will track their boats movements. Using real-time data on ocean currents and weather, students will share their predictions on where the boats will go next, and hopefully create lasting friendships.

Crossing the Pacific Ocean is a treacherous business for even the most experienced mariners and biggest ships, so what must it be like to cross the world's biggest ocean for 10 mini-boats driven only by the mercy of the ocean currents and wind.

The Coast Guard and the ocean go hand-in-hand, so the Coast Guard's involvement in this project, however small it may be, seems to be a natural fit. Two of these mini-boats were launched from the Coast Guard Cutters Alert and Steadfast, both 210-foot medium-endurance cutters homeported in Astoria, Oregon. The crew of the Steadfast shared these words in an entry on a blog known as Educational Passages.

As Steadfast continued steaming south, the seas finally began to settle out. After steaming more than 2,000 miles, Steadfast reached its launch destination; a position off the Baja Peninsula selected by the builders of the sailing vessel Pacific Lotus. The launch spot was selected for its favorable winds and currents. The Steadfast crew reported a successful launch on

the morning of, March 5. The crew gathered for a group photo, wished the Pacific Lotus farewell, and loaded it into the cutter's small boat. The small boat got underway and gained some separation from the cutter, and then the small boat's crew lowered the Pacific Lotus into the water and watched as it started to sail away.

"The crew of the CGC Steadfast wishes the Pacific Lotus a safe passage and hopes for a successful journey," said Lt. James Heuser, operations officer. "We will be carefully tracking the progress of the Pacific Lotus during our patrol as it moves across the mighty Pacific."

In early February the crew of the cutter Alert similarly launched a mini-boat named the Boat-a-Lahti, 9 miles southwest of the New Point Loma Lighthouse in California.

Chief Petty Officer Adam Greenwald, a culinary specialist aboard the Alert and father of one of the boat builders arranged for the launching. Greenwald reported this at the time of launching

Boat-A-Lahti is underway as of 2115 PST 11FEB2018!

She was launched at position 32°35.89N 117°22.36W.

On scene wind was 140 degrees true at 6kts

Sea swell was 250 degrees true at 2ft and no wind wave was noticed.

The Alert like the Steadfast moors in front of the Columbia River Maritime Museum. Making them an easy target for Nate Sandel, education director, Columbia River Maritime Museum, when he was looking for ways to launch these boats safely. Sandel organized this project, selected the classes to participate in the project, and personally delivered five mini-boats to Japanese schools. He also coordinated a tour of the Steadfast for the Cedar Park class whose students were able to learn about some of the missions of the Coast Guard. After the tour the students presented the Pacific Lotus to the crew of the Steadfast through the commanding officer, Cmdr. Alain Balmaceda.

"We were glad to assist these students in launching the boat that they so diligently put together," said Balmaceda. "Anytime we can help young people learn about the ocean, we are going to take advantage of that opportunity. It is important for them to know how the ocean works and what we can do to protect it."

The crews of the Cablesip Decisive and Columbia River Bar Pilots launched the other three boats several miles outside the Columbia River Bar.

If interested the public can join the Coast Guard crews and all the students in tracking the movement of these mini boats through the links provided above or at www.crrmm.org.

Enforcement: It's all in the name of safety



Photo courtesy of U.S. Coast Guard Petty Officer 2nd Class Jonathan Klingenberg

Chief Petty Officer Duane Lumsdon, a maritime enforcement specialist at Coast Guard Sector Columbia River, and a Clatsop County Sheriff's deputy get into a shootout during a mock traffic stop and training exercise held in the Clatsop County Fairgrounds, March 8, 2017. Coast Guard Sector Columbia River and the Clatsop County Police Department often train together to learn from one another and strengthen partnerships.

PETTY OFFICER LEVI READ

Guest Contributor

A cop car with its lights flickering parks behind a truck with two passengers, as the officer exits his car he shouts commands to those inside the truck. The non-compliant passengers have been instructed to engage the officer at will. The passengers were armed with real guns, loaded with real ammo except the tips were wax and paint.

"As I sat in the passenger seat of the truck, waiting for the mock traffic stop to begin, I kept going over in my head what the instructor had told me: 'As soon as the officer flips on his lights, I want you to exit the vehicle and engage the officer,'" said Petty Officer 2nd Class Jonathan Klingenberg, a volunteer non-compliant assailant. "I kept staring at the gun in my hands, a snub-nose revolver – I must have been visibly nervous, because my fellow volunteer and driver of the vehicle in question during this exercise kept explaining to me that getting shot 'wasn't that bad. I didn't really believe him but before I could think about it any further the lights of the cop car behind us began to flicker."

They ignored the commands spewing from the officer's mouth and ignored their own bodily protests as they exited the vehicle with guns raised toward the approaching officer – a whistle shrieks and pierces the air

signaling the end of the scenario.

"Every fiber in my body was protesting as if to say, 'Don't do it man!'" said Klingenberg. "I was on the ground when the whistle blew so I did mental check and realized I had been shot five painful times. By the end of the training the number rose to 23."

This training was designed to train deputies from the Clatsop County Sheriff's Office, but it provided education to all involved including the volunteers. Most of the volunteers were active duty Coast Guard members from various units located in Clatsop County, which is the most northwestern county in Oregon and sits along the banks of the Pacific Ocean and Columbia River.

The Coast Guard alongside its partner law enforcement agencies patrols the waters of the Pacific Northwest, enforcing the laws and regulations that have been put in place to keep commercial and recreational boaters safe. In many instances the mere presence of law enforcement deters laws from being broken. Laws and regulations are created and enforced to keep people and the community they live in safe. On federal navigable waterways like the Columbia River, the controlling authority is the Coast Guard.

"Our mission is to ensure the safety and security of the ports along the north coast and Columbia, Willamette and Snake Rivers," said Lt. Cmdr. Christopher Morris, Sec-

See **ENFORCEMENT** Page 35

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Photo courtesy of U.S. Coast Guard Petty Officer 2nd Class Jonathan Klingenberg. Coast Guard volunteers are pulled over during a mock traffic stop during training with the members of the Clatsop County Sheriff's Office held in the Clatsop County Fairgrounds, March 7, 2017. The volunteers acted as civilian bystanders, trouble makers, mentally unstable persons and various other roles to help simulate real world scenarios for the police department.

ENFORCEMENT from Page 34

tor Columbia River enforcement division chief. "We rely on our local and state partners as force multipliers but at the same time our air and afloat assets help other agencies put eyes on their overall jurisdictions and priorities."

Personnel from Coast Guard Sector Columbia River, located in Warrenton, Oregon, work with more than 16 different law enforcement agencies to cover 885 nautical miles of coast and navigable waterways, including 33 ports and spanning 3 states in the Columbia River region, and with each agency having their own specialties and authorities.

"Working with partner agencies has a tangible effect on the community," said Morris. "Going out together on one platform and enforcing federal, state and local laws at the same time is a really good investment of taxpayer money as it allows for more operational flexibility and less strain on manpower."

Specifically, Sector Columbia River and the Clatsop County Sheriff's office will often work together six days a week, especially during the summertime. Clatsop County only has two marine officers, so they either have to burn both officers to crew a boat or rely on the Coast Guard for more flexibility.

"As a sheriff's office in general, we are so fortunate to have that relationship with the

Coast Guard," said Sgt. Bruce Scott, Clatsop County Sheriff's Office. "Our marine patrol is constantly out with them and on the other side our deputies have many contacts with the Coast Guard in order to gather volunteers for training shore side, like the practical law enforcement exercises held at the Clatsop County Fairgrounds in mid-March, which allowed our officers to practice use-of-force scenarios and critical situation response training."

Coast Guard volunteers were able to simulate a constantly changing environment during training including dealing with people that portrayed aggressive behaviors and others that were not aggressive at all, which gave deputies and corrections officers an opportunity to see and experience different scenarios.

Being shot with wax bullets was painful, but the education received by Clatsop County Sheriff's deputies made it all worthwhile in the end for the Coast Guard volunteers who acted as non-compliant assailants for the purpose of training those who they will work side by side with tomorrow. Working partnerships among federal, state and local law enforcement and their continual presence on the water and on land will keep communities and boaters safe. Ensuring the safety and security of the ports along the maritime waterways is the goal, and the best way to achieve that goal is to work with partner agencies.

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A Chief's service is pure pageantry



Photo courtesy of U.S. Coast Guard Petty Officer 1st Class Levi Read
 Chief Petty Officer Lauren Walton (right with black dress), a yeoman at Coast Guard Sector Columbia River, walks across a stage at West Linn High School while competing in the Mrs. Oregon America pageant, March 17, 2018. Walton was competing at Mrs. Clatsop County and competed in categories that included, swimwear, evening gown and interview.



Photo courtesy of U.S. Coast Guard Petty Officer 1st Class Levi Read
 Chief Petty Officer Lauren Walton, yeoman, Coast Guard Sector Columbia River, with her family after competing as Mrs. Clatsop County in the Mrs. Oregon America Pageant held at West Linn High School in West Linn, Ore., March 17, 2018. Walton's community service efforts within Clatsop County, Oregon, helped her win the county crown allowing her to compete in the Mrs. Oregon America pageant.

PETTY OFFICER LEVI READ

Guest Contributor

Mrs. Clatsop County stood smiling draped in a black evening gown at the back of a small stage with a black curtain backdrop. She stood among 11 of her peers, all of them dressed to the nines, basked in blinding lights, while the emcee worked the crowd and repeatedly asking for support in the form of noise and applause. The 12 women, all beautiful, all talented, all successful, all married, all nervous and all who stood waiting the results of the Mrs. Oregon America pageant.

A lot of work and effort was put into putting on the show that a pageant is, including a group dance, swimwear competition, evening gown competition and individual interviews with the judges. But truth be told most of the work done by the contestants was done long before they even thought about sashaying across a stage in front of family, friends and even strangers.

As Chief Petty Officer Lauren Walton, a yeoman chief of the administrative division, Coast Guard Sector Columbia River, walked across the pageant stage as Mrs. Clatsop County the following words were read by the emcee.

"Lauren has blonde hair and green eyes and is active duty Coast Guard and has served for 19 honorable years. She has been the president of the Chief Petty Officer's Association Lower Columbia River Chapter, a non-profit organization, for the past 3 years

raising money for Coast Guard members and their families who are in need. She is the leader of the Astoria Cloverbuds, a junior 4-H program that focuses on children between the ages of 5 and 8 years old, and she just loves doing that. Lauren and her husband Travis met during their respective Coast Guard careers, Mrs. Clatsop County Lauren Walton everyone."

By day, Walton as the chief yeoman in the administrative shop oversees administrative support functions for 550 Coast Guard personnel including pay, entitlements, travel orders, awards, career moves, retirement and veteran benefits.

By night she is a doting mother and wife and somehow finds time for constant self-improvement including running half and full marathons. These things she looks forward to doing full-time when she retires from the Coast Guard in 2019 alongside her husband Chief Petty Officer Travis Walton, machinery technician aboard the Coast Guard Cutter Alert.

"When I retire I plan on staying home, learning to cook, garden and other home-making activities," said Walton. "I am going to put my heart and soul into my home, and I can't wait to move to Idaho and get started."

In the meantime she will continue her role as president of the local Chief Petty Officer's Association, where she has raised the visibility and achievements of this particular

See **PAGEANTRY** Page 37

Happy Birthday U.S. Coast Guard



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chapter to unprecedented levels.

“When I moved to Astoria 3 years ago as a brand new chief petty officer and joined the CPOA I was just looking to learn from the handful of chiefs that were actively participating in the CPOA,” said Walton.

During one of the meetings the association was looking for a new governing body and one of the members then Chief Petty Officer Garen Anderson, nominated Walton to be the president.

“Lauren was the ideal candidate for the Chief Petty Officers Association because of her bubbly, outgoing, commitment to the community and service with the Coast Guard,” said Anderson. “Without a shadow of a doubt, no one was better suited to fill the role of CPOA President than Lauren Walton.”

Under her leadership, membership tripled, community outreach soared to new heights, and the spirit of giving and compassion within the community was invigorated.

“At first I was extremely surprised by the nomination because I was a brand new chief, but then I received a split-second gut-feeling that I could make a difference,” said Walton.

In calendar years 2016 and 2017 the Lower Columbia River CPOA chapter raised \$20,000 total and is on track to raise at least \$50,000 in 2018 alone.

Walton believes the reason she has been successful in leading her peers is because she has a passion for helping others especially fellow Coasties, and the people she interacts with can see that.

Some of the most notable achievements of this CPOA that Walton has overseen is the creation of the first scholarship this chapter has ever handed out, which gave a student \$1,000 in 2016 and \$2,000 in 2017 with the hopes of doubling the scholarship money again in 2018. This chapter also gave \$1,000 dollars in support of foster kids who live in Clatsop County. Among other things they have sponsored and continue to sponsor the local swim team and a local little league baseball team. They sponsored a little civilian girl for 6-months of Tae Kwan Do lessons, including her uniform, who otherwise wouldn't be able to attend.

The achievements listed above have gone outside the Coast Guard network, but there has been many instances where the CPOA has been able to help Coast Guardsmen through emergency situations and has fed personnel at the sector on several occasions with barbecue hot dogs and hamburgers without charging for it, which always raises the morale of the crew.

The money is raised through bake sales, car washes and donations from community businesses and members. One of the most successful fundraisers has been the annual Valentine's Day raffle that has raised \$5,000 in the two years that it has been held. The raffle prizes are all donated by businesses within the Coast Guard City of Astoria and the surrounding communities.

“I have seen the buy-in from these people and businesses because they have seen the good that comes from our efforts,” said Walton. “They are made aware of what their contributions and donations go toward through my interaction with the local newspaper, the Astoria Executive Women's Group, the Chamber of Commerce, on top of public and personal one-on-one meetings.”

On top of the 15 hours per month she spends doing CPOA activities, Walton leads 12 kids ranging from 5 to 8 years-old in Junior 4-H (Head, Heart, Hands and Health) in a group known as Cloverbuds. The program focuses on caring for smaller animals like rabbits, chickens, hamsters and Guinea pigs. The kids learn presentation skills, community service, leadership and public speaking.

“The idea is to have the kids have fun, while actually teaching them life-skills at a young age and get them prepared for 4H,” said Walton.

All this community service brings they story back to the Mrs. Oregon America Pageant. The pageant was created in the spirit of the Miss America and Miss Teen America circuits but celebrates being married, having a family and community service.

“Up until participating in this pageant I had never participated in a pageant before,” said Walton. “My only experience prior to this pageant was seeing the Mrs. America pageant participants walk through the lobby of a hotel in Nevada when I was 18-years-old.”

But now as a 40-year-old women preparing for retirement, Walton was looking into ways to improve her wardrobe and still keep looking good outside the Coast Guard.

“I kind of stumbled upon the pageant and thought it was something completely different than military life,” said Walton.

But as it turned out military-life prepared her to succeed in pageant life because contestants are expected to be on time, look sharp and speak up.

“I totally recommend other women getting into pageantry because it all starts with community service,” said Walton. “It is never too late to reach for your dreams, I recommend stepping out of your comfort zone and going for it! It can only help you grow!”

Walton learned that pageantry is hard work after putting 70 to 100 hours into it. In the end Walton was not selected as one of the four finalist, but that was okay because she was in it more for her heart than for a crown.

“The women I competed against are amazing and are very dedicated to family and community,” said Walton. “I tried to win, but those women were just too amazing!”

Walton is proud of what she accomplished. She does the things she does because it matters to somebody else. She wants to encourage every chief petty officer to join and participate in their local CPOA.

“I love helping people, especially junior Coasties,” said Walton. “There is nothing like the heartfelt thank-you I receive when we are able to help someone in need. It locked me in forever.”



Photo courtesy of U.S. Coast Guard Chief Petty Officer Lauren Walton
Chief Petty Officer Lauren Walton, administrative chief, Coast Guard Sector Columbia River, and fellow members of the Lower Columbia River Chapter of the Chief Petty Officer's Association provided barbecue hot dogs and hamburgers at a Valentine's Day CPOA fundraiser held at the Sector Columbia River Coast Guard base in Warrenton, Ore., Feb. 14, 2018. The Lower Columbia River Chapter of the CPOA under the presidency of Walton has raised more than \$20,000 in the past two years in support of Coast Guard and local community members in need.

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Coast Guard Cities

To date, 28 cities have been designated by Congress as Coast Guard Cities:

Location (City and State)	Date Designated	Website
1 Grand Haven, Michigan	13-Nov-98	http://www.grandhaven.org/
2 Eureka, California	3-Jun-00	http://www.ci.eureka.ca.gov/
3 Mobile, Alabama	4-Jul-02	http://www.cityofmobile.org/
4 Wilmington, North Carolina	25-Jul-03	http://www.wilmingtonnc.gov/
5 Newport, Oregon	28-Mar-05	http://www.newportoregon.gov/
6 Alameda, California	14-Apr-06	https://alamedaca.gov/
7 Kodiak, Alaska	15-Sep-07	www.kodiak.org
8 Rockland, Maine	16-Jun-08	www.ci.rockland.me.us
9 Portsmouth, Virginia	17-Nov-09	www.portsmouthva.gov
10 Traverse City, Michigan	7-Apr-10	www.ci.traverse-city.mi.us
11 Astoria, Oregon	1-May-10	www.astoria.or.us
12 Sitka, Alaska	14-Feb-11	www.cityofsitka.com
13 Clearwater, Florida	23-Dec-11	www.myclearwater.com
14 Newburyport, Massachusetts	23-Dec-11	www.cityofnewburyport.com
15 Sturgeon Bay, Wisconsin	23-Jan-14	www.sturgeonbaywi.org
16 Camden County, Georgia	23-Jan-14	www.co.camden.ga.us
17 Cape May County, New Jersey	8-May-15	https://capemaycounty.nj.gov/1051/Coast-Guard-Community
18 Hull, Massachusetts	11-May-15	http://www.town.hull.ma.us/Public_Documents/index
19 Ketchikan, Alaska	11-May-15	http://visit-ketchikan.com/
20 Elizabeth City, North Carolina	29-May-15	www.cityofec.com/
21 New London, Connecticut	24-May-15	www.ci.new-london.ct.us/
22 Carteret County, North Carolina	7-Jul-15	www.carteretcountync.gov/
23 San Diego, California	23-Feb-17	www.sandiego.gov/
24 Florence, Oregon	20-May-17	http://www.ci.florence.or.us/
25 New York, NY	4-Feb-18	https://www1.nyc.gov/
26 Chatham County, Georgia	18-Oct-18	https://www.chathamcountyga.gov/
27 Cordova, Alaska	30-Sep-19	https://www.cityofcordova.net/
28 Westport, Washington	30-Sep-19	http://www.ci.westport.wa.us/

JEREMY C. RUARK
jruark@countrymedia.net

The very nature of the Coast Guard's mission creates a need for understanding between the Coast Guard and the local community. Coast Guard commands everywhere are urged to develop the kinds of relationships that enable unit commanders to sense public attitudes and interests.

In turn, many cities have made special efforts to acknowledge the professional work of the Coast Guard men and

women assigned to their area. Making Coast Guard men and women and their families feel at home in their home away from home is an invaluable contribution to morale and service excellence. The Coast Guard is pleased to recognize Coast Guard Cities -- those cities that have extended so many considerations to the Coast Guard family and their dependents.

The Coast Guard City program application and recertification guidance.

If you are interested in becoming a Coast Guard City, please contact Ms. Gwenda Bradford by e-mail at Gwenda.E.Bradford@uscg.mil

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