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## JANUARY/FEBRUARY 2015

The Navigator Express is the Coast Guard Auxiliary's compilation of National News covering all Auxiliary activities and is published by the Public Affairs Directorate

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### AUXILIARISTS TEACH LIFESAVING SKILLS TO THE USCG

by Terry Barth  
Flotilla 070-05-08



MIAMI - A small group of Auxiliarists have a unique way of supporting Sector Miami. Since 2006, an Auxiliary training team has been providing the majority of CPR/AED\* Boat Crew First Aid training to the Sector Miami active duty, Reservists and Auxiliarists.

Currently, the team has approximately 20 instructors who provide CPR/AED/Boat Crew First Aid to Stations Miami Beach, Fort Lauderdale, Lake Worth and Fort Pierce as well as the Patrol Boats, Aids to Navigation Teams, Reservists, Auxiliarists and other Sector Miami and Base Miami Beach Units. Although Sector Miami does provide a small yearly budget to replenish necessary CPR supplies, equipment and new instructor training, the Auxiliary training team saves the Sector over \$40,000 in annual training costs by training between 400 and 500 shipmates per year. Active duty

members involved in operations are required to successfully complete CPR recertification training annually.

Read more at: <http://live.cgaux.org/?p=4152>

\* An automated external defibrillator (AED) is a portable electronic device that automatically diagnoses the life-threatening cardiac arrhythmias of ventricular fibrillation and ventricular tachycardia in a patient, and is able to treat them through defibrillation, the application of electrical therapy which stops the arrhythmia, allowing the heart to re-establish an effective rhythm

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## COAST GUARD AUXILIARY SAVES ANOTHER LIFE

by Karen L. Miller  
Flotilla 070-01-01



Egret Fished Out of Clearwater Harbor. Larry O'Brien with Clearwater Harbor Egret  
Photos by Auxiliarist Karen Miller

PALM HARBOR, Fla. - "There's something white in water, about 300 yards, 90 degrees off the bow," shouted both Ann Bennett and Rob Mancuso, crewmembers aboard Coast Guard Auxiliary vessel Broad on the Bow. Concerned that there was trash in the heavily traveled waterway just west of the north end of the Clearwater Harbor Marina, the coxswain on Broad on the Bow, Karen Miller, headed off toward the west to remove what everyone figured was a white plastic shopping bag in the water. As they got close enough to scoop up the "bag" they saw that it was a young egret, with its head barely out of the water, trying to swim with water-logged wings. Although not avian experts, the crew realized that egrets are wading birds and this particular egret wouldn't last much longer trying to swim this far from shore.

Bennett and Mancuso scooped up the egret in the net and gently laid it on the deck of the boat and covered it with a towel to warm it up and also to cover its eyes to prevent it from panicking. Once the egret was safely onboard, a call was placed to Larry and Barb O'Brien, fellow Coast Guard Auxiliarists and founders of Gulfcoast Bird Rescue. Within 20 minutes, Larry met the crew at Seminole Street Boat Ramp to transfer the egret to Gulfcoast's professional hands.

When the crew uncovered the egret, they were concerned that it wasn't even breathing. Holding their own collective breaths, all could finally exhale when they saw a small rise in the egret's chest. The first thing O'Brien did was tip the egret upside down to remove any water that it may have swallowed. This is a technique the crew on board the boat will remember for the future if they rescue other birds inappropriately floating in the water. O'Brien wasn't very optimistic about the bird's recovery, stating, "This bird is very cold from swimming in the 66 degree water, totally water-logged and they usually don't do well in a rescue like this." With that, O'Brien left with the inert egret in a cage and the crew onboard Broad on the Bow hoping they got to the bird in time.

Imagine the joy of all when O'Brien called the next day and announced, "It was a young egret and fully recovered after being treated for hypothermia. Ate well, had no major injuries and was released today in the same area, near Coachman Park. Thanks for caring and your quick actions. Please thank your crew and I am glad to be of help." The Coast Guard Auxiliary prides itself on saving people from the sea and the sea from the people and can now add saving wildlife from the sea.

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## FROM THE HELM

by Jim Goldasich  
Flotilla 070-03-06



Photo by Auxiliarist Destin Bradwell

BOCA RATON, Fla. - The value of what we have chosen to do as part of our lives as volunteers in the U.S. Coast Guard Auxiliary is often overlooked or put into dollars for the Coast Guard budget. However, the time and talents we donate provide much more than just so much additional operating dollars for the Coast Guard. Each and every year, the U.S. Coast Guard Auxiliary saves more than 300 lives and provides direct assistance to more than 10,000 boaters. That only reflects the direct actions accessible for measurement and many more lives are saved each year by our actions, but these are harder to quantify. For instance, members of the Auxiliary conduct more than 109,000 vessel safety checks each year, and this year our Flotilla has already conducted more than 100 vessel safety checks. Each and every time one of these vessel safety checks occurs, we have the opportunity to provide important information about safe boating practices to the boating public and in turn, prevent the loss of life. In a typical year, more than 130,000 students are educated about the safe way to operate a vessel and have fun on the water. Other areas where we excel and provide valuable support missions to the U.S. Coast Guard include visits to boating and marine facilities and continuing education and training of our members to keep us Semper Paratus!

Perhaps not as obvious are those intrinsic values that we improve and enhance by our actions and operations. Those values are the benefits that arise from natural resource protection due to our direct contact with the boating public and the information we impart as part of our mission to improve recreational boating safety.

Education about the importance of coral reef and seagrass communities that is imparted during our ongoing contacts results in increased awareness of these important natural systems, and is directly responsible for reduction in boating related impacts to coral and seagrasses. But the value of this protection is staggering. For instance in the year 2000, coral reefs in the Caribbean region (south Florida included) "...provided annual net benefits in terms of fisheries, dive tourism and shoreline protection...estimated at \$3.1 billion to \$4.6 billion."

Reprinted from THE LOG  
Newsletter published by 070-03-06



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## AN AUXILIARIST UNDERWAY – PART I

by Charles McLeod  
Flotilla 054-05-03



Auxiliarist Charles McLeod recently departed aboard Coast Guard Cutter LEGARE as part of unique Coast Guard Auxiliary program that builds a relationship between an Auxiliary member and a U.S. Coast Guard Cutter crew. He will be sailing with the cutter for their entire two month patrol and will be sending updates about his experience throughout the deployment.

“If someone had told me six months ago that I would be driving a cutter on the ocean, I really would have laughed and hard – that’s where this story starts”. With three short blasts of the Cutter Legare’s whistle, we pulled away from the pier, and I embarked on a journey few in the Auxiliary have taken. In fact, it was a journey that, now underway, I wondered if I was ready for. The previous week was a whirlwind of packing, repacking, purchasing and tailoring. Then I checked and rechecked to make sure I had everything I thought I would need. It turns out you never remember everything, and I looked forward to the first port call to fix that. The slow and graceful turn of the cutter to starboard gave a picturesque view of Base Portsmouth, and it hit me again that I wouldn’t be seeing this place for TWO MONTHS! My mind raced through what was happening to me. In a few short hours, I would start my first break-in watch on the bridge and be responsible for steering the ship through the waters ahead of us.

Cape Hatteras was described to me as a great time if you are fishing, but in a 270-foot cutter, it translates to a free trip to every Busch Gardens roller coaster on a full stomach! Fortunately that was not me. No way. I had planned ahead with a double-dose of seasickness pills, water and just in case... a little blue bag and a memorized path to the head (or bathroom for you landlubbers!) By the time we reached Hatteras, I was asleep, and had started to earn my sea legs.

Read more at: <http://midatlantic.coastguard.dodlive.mil/2014/11/an-auxiliarist-underway-part-i/>

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## FEATURED STATION MASCOT: MAKO DANFORTH SEASTAR, GUARDIAN OF ELIZABETH CITY

by Lt. Krystyn Pecora  
U.S. Coast Guard



ELIZABETH CITY, N.C. - Most people commonly associate the Coast Guard's presence at Elizabeth City, North Carolina, with our brave aircrews who not only are trained at the Aviation Technical Training Center, but also deploy from the Air Station assisting mariners in distress along the mid-Atlantic coast. Often overlooked is the small boat station that also resides on the base, providing 24-7 response to the boating community of North Carolina. While the Coast Guard Air Station often receives most of the attention, Station Elizabeth City is home to the most recognizable Coast Guard member in the community, Boatswain's Mate First Class Mako Danforth Seastar.

Known better as Mako, this golden retriever has been standing the watch alongside his human counterparts since 2007 and is a valued member of the Coast Guard family. Mako's favorite part of the day is when relief crews show up early in the morning; he runs to the entrance of the station greeting each of his human friends by barking excitedly. Mako's excitement about his Coast Guard companions is what has helped countless new members transition to the unit seamlessly. While they may be in a new location with new roles and responsibilities, they already have their first friend the moment they step through the door and Mako runs to introduce himself.

Read more at: <http://midatlantic.coastguard.dodlive.mil/2014/11/featured-station-mascot-mako-danforth-seastar-guardian-of-elizabeth-city/>

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## STRENGTHENING COAST GUARD, NOAA PARTNERSHIPS

by Lt. j.g. Katie Braynard  
U.S. Coast Guard



For more than 200 years, the Coast Guard and the National Oceanic and Atmospheric Administration, (NOAA) and their predecessor entities have partnered together in maritime resiliency, environmental sustainability and scientific research.

In 2013, the Coast Guard and NOAA signed the Nation's first-ever Cooperative Maritime Strategy, which strengthened the relationship between the two services. Even more recently, in October 2014, the Fleet Plan and Officer Exchange memorandum was signed, which acts as a supplemental document to the earlier strategy.

For example, this past Spring two Coast Guard officers spent just over two weeks aboard the 228-foot NOAA Fishery Survey Vessel Rueben Lasker. The main intent of the time spent aboard was to strengthen the partnerships between the two services and share expertise related to maritime missions.

Lt. Cmdr. Elizabeth Buendia first learned of the opportunity to work directly with NOAA in early March when the Atlantic Area Cutter Forces Division presented availability for two officers to ride aboard the Rueben Lasker. The ship had spent the last 18 months at NOAA's Mid-Atlantic Operations Center in Norfolk, Virginia, preparing for its delivery to its new homeport of San Diego, California.

The intent of having Coast Guard ship riders was to experience life on board the new NOAA vessel, get to know members of the NOAA corps and really see how NOAA operates, Buendia said.

As the short notice opportunity and three-week temporary duty assignment wasn't able to be supported by anyone when the request was sent fleet-wide, Buendia herself stepped up to support the request along with Lt. Ellen Cava, who had just finished her master's degree in oceanography at the time.

Read more at: <http://coastguard.dodlive.mil/2014/12/stengthening-coast-guard-noaa-partnerships/>

# A FORCE MULTIPLIER: INVESTIGATING THE USE OF UNMANNED AIRCRAFT SYSTEMS

by U.S. Coast Guard Lt. j.g. David Steele



Rear Adm. John Korn, commander of the 7th Coast Guard District, launches an unmanned aircraft system during a testing phase onboard the Coast Guard Cutter Richard Etheridge. U.S. Coast Guard photo by Petty Officer 2nd Class Luke Clayton.

MIAMI - For more than a decade, the U.S. military has employed unmanned aircraft systems, or UAS, to patrol the skies over targets and areas of interest, providing critical surveillance capabilities without putting pilots and crew in harm's way. With the recent demonstration of hand-launched UAS on board a Sector Miami Fast Response Cutter, the U.S. Coast Guard is continuing its evaluation of UAS capabilities and potential incorporation into future cutter operations.

For a maritime service like the U.S. Coast Guard, UAS hold the promise of providing extended aerial presence, real-time intelligence and enhanced awareness across a wide array of U.S. Coast Guard missions. The miniaturization of aviation components, advancements in sensor packages and payloads, and the development of small, power-packed batteries mean that systems can be operated by a single individual with minimal support systems and equipment.

Within minutes of a call, the air vehicle can be assembled and launched to chase down smugglers, scour the surface for an overturned fishing boat, assess the damage from a natural disaster, or monitor the migration routes of whales. These small unmanned aircraft systems, or sUAS, do not require runways, air conditioned control rooms or even pilots – they can be hand-launched and effectively deployed by an operator with less than two weeks of training.

In 2013, the U.S. Coast Guard Research and Development Center, or RDC, arranged for the transfer of 20 Aerovironment WASP III systems from the Marine Corps to assist in evaluating the potential contribution of sUAS capabilities toward U.S. Coast Guard missions. The WASP III is a battery-powered, hand-launched airborne reconnaissance and surveillance tool. Each system consists of four air vehicles and a ground control system that fits in a small case. The WASP III was never intended to be operated in a marine environment; however, the receipt of these assets at no cost allowed the Coast Guard to evaluate the use of sUAS capabilities in a variety of scenarios, including on board Coast Guard cutters and boats that are not equipped with flight decks. Despite the limitations of the WASP III for U.S. Coast Guard use, Andrew Niccolai, a research scientist with the RDC, is a firm believer that UAS has the potential to be a game-changer for the service.

“A platform like this is an amazing force-multiplier” said Niccolai, “It’s essentially flying eyes in the sky.”

Sector Miami’s response department approached the RDC in February 2014 with a proposal to evaluate the feasibility of deploying sUAS from the service’s new Fast Response Cutters. After

clearing numerous legal and administrative obstacles, U.S. Coast Guard Cutter Richard Etheridge was designated as the testing platform and exercises were scheduled for August 2014.

Testing conditions the first day were optimal with seas less than 1-foot and minimal relative winds. Niccolai and Timothy Ledbetter, both from the U.S. Coast Guard RDC, successfully launched the WASP III off the starboard bow, and the aircraft soared into the sky, marking the first time a sUAS deployed from a non-flight deck equipped cutter. The ground control station was able to receive real-time video from the wing-mounted cameras. After a 30-minute flight, the WASP III was brought in for a water landing off the starboard beam, and the cutter's crew recovered the aircraft and prepped a second airframe for launch.

Read more at: <http://coastguard.dodlive.mil/2014/12/a-force-multiplier-investigating-the-use-of-unmanned-aircraft-systems/>

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## COAST GUARD, FIRST IN FLIGHT BY WRIGHT

by Petty Officer 3rd Class David Weydert  
U.S. Coast Guard



OUTER BANKS, N.C. - Coast Guard aviators have patrolled the nation's skies for nearly 100 years, but it wasn't the pilots who first helped get the airplane off the ground.

On a stretch of empty sand in the Outer Banks of North Carolina 111 years ago, a group of surfmen from Life-Saving Station Kill Devil Hills guarded the shore near the town of Kitty Hawk. The surfmen lived hidden away between the Atlantic Ocean and Albemarle Sound within the sparsely populated lands of the Outer Banks.

Commanded by Captain Jesse Etheridge Ward, the surfmen: Will S. Dough, Adam D. Etheridge, Bob L. Wescott, Tom Beacham, "Uncle Benny" O'Neal and John T. Daniels, patrolled the isolated stretch of sand between their own Kill Devil Hills Life-Saving Station and the four-miles north to Kitty Hawk Life-Saving Station.

Their life was that of routine, stability and endurance. The Atlantic was a treacherous neighbor, having claimed numerous wrecks along its shoreline throughout the years.

In 1901, two eccentric brothers from Dayton, Ohio, injected themselves into the surfmen's quiet lives, bringing with them strange experiments and an even stranger belief. The brothers built a small workshop just north of Big Kill Devil Hill within a mile walking distance from the surfman.



Surfman Adam Etheridge and his family were the first to make introductions and befriend the new arrivals, who identified themselves as Orville and Wilbur Wright and said they were there to fly.

During the next two years, the simple base-camp expanded. The original small workshop grew in size, and a second building was built to house what would later be known as the Wright Flyer.

A casual friendship grew between the surfmen and the Wright brothers. The surfmen, fascinated with the brothers' experiments in flight, would often volunteer by delivering the mail, assisting in grocery shopping and help to carry and assemble pieces of the gilders and flyers the brothers constructed and tested.

Eventually, with Captain Ward's permission, the brothers would fly a simple red flag from their base-camp when they needed volunteer assistance.

Read more at: <http://midatlantic.coastguard.dodlive.mil/2014/12/the-surfmen-of-the-first-flight/>

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## GETTING INTO THE CHRISTMAS SPIRIT



Crew of the Mackinaw and hundreds of youth volunteers unloaded more than 1,200 Christmas trees in Chicago for needy families.  
U.S. Coast Guard Photo

CHICAGO - What a day for getting into the Christmas spirit. Santa's helpers, aka the crew of the Mackinaw and hundreds of youth volunteers, including Coast Guard Auxiliarists, unloaded more than 1,200 Christmas trees in Chicago for needy families. Dozens of trucks lined up to be loaded; strangers spoke with other strangers; people laughed and smiled; some sang Christmas Carols; and Coast Guard personnel and Committee members helped behind the scenes, including a dozen Auxiliarists who provided Food Service support and ship tours to the local visitors....awesome job everyone!!

Congratulations to the Christmas Ship Committee for organizing this annual event and raising the funds that enabled them to purchase all the trees.

And, let's hear it for the Salvation Army for helping keep everyone warm with delicious hot cocoa and coffee.

Great teamwork all-around. Semper Paratus!

Reprinted from *COAST GUARD AUXILIARY FACEBOOK*

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## FROM THE HOMEFRONT: A 'SEMPER PARATUS' HOLIDAY SEASON

by Shelley Kimball  
U.S. Coast Guard



The five trees representing the five armed services stand in the alcove just inside the vice president's residence. Photo courtesy of Erin Wirth

WASHINGTON - Orange and blue ribbons, snowflakes and stars, a family photo framed in rope, maps of the country with duty stations noted, glass balls emblazoned with "Semper Paratus" and messages of strength and pride, all tell the story of Coast Guard life.

A Christmas tree in honor of the Coast Guard stands in the Vice President's residence side-by-side with trees celebrating the other military branches. Coast Guard families had the opportunity to join with Dr. Jill Biden at a reception at the residence celebrating military families.

It all started in October when military families were invited to send in handmade ornaments to decorate Christmas trees that represented their services. The Coast Guard tree had 50 ornaments from families across the country.

As a token of gratitude, invitations to the reception were extended to families in the Washington, D.C., area who made ornaments for the trees.

Surrounded by about 75 family members from the five service branches, Mrs. Biden opened the reception by sharing her pride in military families.

"As a proud military daughter, mother and grandmother to military-connected kids, I understand the mixture of pride and concern that all military families share when a loved one is in harm's way, and we keep in our hearts all those families who have loved ones serving overseas during this holiday season," she said. "We owe thanks today and every day to those who wear the uniform. We owe a debt of gratitude to their families because as all of you know, when you have a family member who is serving in the military, the whole family serves. We're so proud of each and every one of you."

Read more at: <http://allhands.coastguard.dodlive.mil/2014/12/10/from-the-homefront-a-semper-paratus-holiday-season/>

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# PADDLE READY: NEW APPLICATION FOR PADDLE BOATERS

by Dorothy Riley, BC-VCP  
Flotilla 070-07-09



Screen Shot of new App: "Paddle Ready"

The American Canoe Association (ACA) introduced a new application, Paddle Ready, designed for paddlers who want to have fun and stay safe on the water.

Free on the Apple App Store and Google Play and endorsed by the Coast Guard Office of Boating Safety, Paddle Ready allows users to get real-time environmental coverage for various paddling venues, fill out a float plan and easily send it to friends, search for ACA instructors and courses, and have important safety and rescue information at their fingertips.

To get started, for example with the "Gear Up" link, the app asks users to enter their vessel type and water environment; i.e., kayak, canoe, stand-up paddleboard, and environments such as flat water, white water, coastal, etc. The app then generates a safety checklist corresponding to the selected vessel and environment.

The "Environment" link offers real-time conditions for local water bodies including weather conditions. Paddlers have the ability to file a float plan and send it to a friend or family member, links to local law enforcement and boating safety organizations, the ability to find instructors or classes and other useful information.

When conducting Vessel Safety Check on paddleboats, in addition to affixing the vessel identification sticker for canoes, kayaks and rowboats, you may wish to draw their attention to this new app!

Reprinted from "For Safety Sake"  
The Official V-Directorate Newsletter  
Volume VII, Issue 3 Fall 2014

## HONOR, RESPECT, DEVOTION TO DUTY: ROBERT POWERS



Robert Powers, founder of the American 300 Foundation, was honored as the Coast Guard's 2014 Spirit of Hope recipient. U.S. Coast Guard  
Photo by U.S. Coast Guard Petty Officer 2nd Class Patrick Kelley.

“Never quit.”

This one, powerful phrase has been carried throughout military bases since 2006 by Robert Powers, founder of the American 300 Foundation.

Powers began the foundation in 2006 as a way to help spread messages of resiliency to members of the Armed Forces. On his tours, he brings popular figures, extreme athletes, combat veterans and former Prisoners of War, who share their own experiences and challenges that they have overcome and listen to challenges members of the military may be facing.

For the past eight years, Powers has visited countless military bases from all five branches of the Armed Forces, many of which are located in combat zones or are located in geographically isolated areas.

On Memorial Day, Powers began a whirlwind tour of nine Coast Guard stations, including Coast Guard Station Neah Bay, Washington, and units throughout Alaska.

Retired Air Force Maj. Gen. Edward J. Mechenbier, a 44-year service veteran who was shot down on his 80th mission over North Vietnam in June 1967 and spent nearly six years as a prisoner of war, joined Powers on a tour of west coast units, to include surf stations and air stations in the Pacific Northwest. While he shared his own stories, he also took away a better understanding of the Coast Guard men and women who stand the watch, each and every day.

“I came to a real appreciation that the Coast Guard does their mission everyday,” Mechenbier said. “You don’t get down days or reconstitution days, it’s all the job, everyday.”

Another tour recently wrapped up by Powers brought along Marine Corps Col. John Bates, a three-time Purple Heart recipient, when he visited Station Inigoes. The two spent half a day with an aids to navigation boat crew as they serviced various navigational beacons.

Read more at: <http://coastguard.dodlive.mil/2014/12/honor-respect-devotion-to-duty-robert-powers/>



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## **CALL FOR ARTICLES AND PHOTOS FOR THE 2015 NAVIGATOR**

It's never too early to start! We are collecting stories and photos for the 2015 Navigator and we need your assistance in finding the best of the best in activities, mission successes and outstanding contributions. As we marked our 75th year, let's start off the next 75 in spectacular fashion by showing the Auxiliary's work at its finest.

So, please, review your files for people who have made a significant difference in our RBS missions, who have served long and well, and for outstanding missions or activities that show our contribution to the Coast Guard and our nation. Send them to us for possible inclusion in this year's Navigator edition. Email Anne Lockwood at [anne.lockwood@me.com](mailto:anne.lockwood@me.com) to submit content or to obtain additional information.

We need these articles by 15 July 2015. Photos should be high resolution, show action, and everyone in proper uniform conducting correct procedures. All photos need proper captions following The Associated Press Style Guide. [Follow the Navigator Guidelines](#).

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## **NATIONAL ARTICLES WANTED**

WASHINGTON - The U.S. Coast Guard Auxiliary Public Affairs Directorate is soliciting articles, photos and videos for the "Coast Guard Auxiliary Live" blog at <http://live.cgaux.org/>. Articles must be of national public interest and less than 500 words long. Please include photos, videos and other visual media. If you wish to send an overview of a proposed article, the editors will carefully review it. The AP Stylebook is the guide and if help is needed, just ask. Use the contact form, under "submit ideas" on the blog site for initial contact at [http://live.cgaux.org/?page\\_id=66](http://live.cgaux.org/?page_id=66).

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## **MANDATED TRAINING DEADLINE EXTENDED**

**FOR MORE INFORMATION CONTACT YOUR MEMBER TRAINING OFFICER – ADDITIONAL INFORMATION AT**

<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=mandated-training>

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## USCG AUXILIARY PHOTOS AROUND THE NATION



CAPE MAY COUNTY, NJ - AUXILIARY PILOT HOWARD DAVIS KEEPS AN EYE ON A COAST GUARD HH-65 HELICOPTER THAT "INTERCEPTED" THE AUXILIARY AIRCRAFT DURING ROTARY WING AIR INTERCEPT (RWAI) TRAINING. RWAI TRAINING IS HELD WEEKLY AT U.S. COAST GUARD AIR STATION ATLANTIC CITY WITH THE HELP OF THE U. S. COAST GUARD AUXILIARY.

U.S. COAST GUARD AUXILIARY PHOTO BY JOSEPH GIANNATTASIO.

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### HELP WANTED

<http://cgaux.org/members/wantads/>

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