

INSIDE: NACON 2003 AWARD WINNERS

Navigator

VOL. 30 NO. 3 FALL 2003



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Answering the call on a

HARD DAYS NIGHT

The Rescue of the F/V NAOMI MARIE / STORY ON PAGE 20



Navigator

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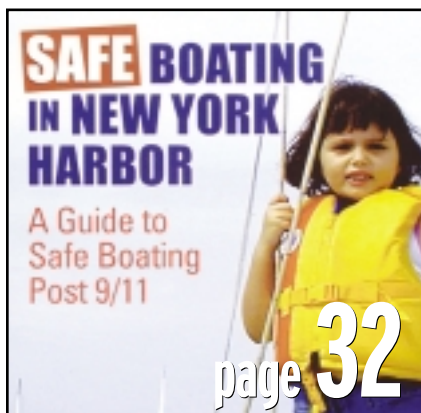
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National Calendar

2004

NATIONAL TRAINING CONFERENCE,
January 28 - 30
Costa Mesa,
California

NATIONAL CONFERENCE,
September 1-3
Orlando,
Florida.

2003 EDITION DEADLINE

**WINTER EDITION -
NOVEMBER 15 •**

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ON THE COVER

Fishing vessel Naomi Marie
being towed. SEE PAGE 20

Photo by Noreen Folkerts, DSO-PB 17

2003 Au

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The Nashville NROTC Color Guard during opening ceremonies. Photos by Harry McBain and Mel Borofsky

NACON 2003: Diary of a first-timer

BY WAYNE SPIVAK, BC-AIG
National Press Corps



Wayne Spivak

It's Thursday morning, Aug. 28. Let me amplify that last statement, its 0430, Thursday, Aug. 28. Way, way too early to be up and mentally functional, even for an early riser like myself. I need to catch a 0900 flight from LaGuardia International Airport and with our current security concerns, I need to be there early.

In the line at the airport, awaiting

our security screening, I meet Stojana Damceska, of Flotilla 10-8, a fellow First Southern member. Stojana is a relatively new member of the Auxiliary, attending, as am I, her first NACON. I ask her why she's going. I assumed most people attend because they hold some national job or high district position but I'm wrong. "To go to educational meetings; I'm new in the Auxiliary and want to learn more," Stojana said,

We land in Nashville, Tennessee. I

checked my carry-on, and since she didn't, we separate. We find each other at the shuttle bus to the Gaylord Opryland, our hotel while we're in Music City.

We arrive at Opryland Hotel - this hotel is gigantic! I had gotten an e-mail earlier in the week from the editor of SITREP, Mel Borofsky, saying how large the place was and that the lasting joke of the conference was "don't lose your map!" I could see why and would later learn first hand that Mel was

FOR MORE STORIES about people, programs, awards and training, please see SITREP at teamcoastguard.org



Inside the Gaylord Opryland Hotel

telling the truth!

While roaming his vast complex, I bumped into CDR John Felker, who was the DIRAUX of the First Southern District.

CDR Felker was sitting with CDR Kevin Crowley, DIRAUX of D7, CDR Mark Ferrar, the OTO of 1SR, and LCDR Kelly Boodell, DIRAUX of the First Southern District. Since CDR Felker and I felt like old friends (we got stuck together during the Blackout of 2003, a few weeks prior), he immediately made introductions.

They were going to lunch and were kind enough to invite me to go with them. Also coming along was FR Hudson, President of the Pacific Region of the Canadian Coast Guard Auxiliary.

What a perfect way to mix both Silver with Gold and our international partners! Even more important, we had a great time at lunch (we did eat with ribs that fell off the bone!)

■ ■ ■

Friday morning in Nashville and the weather report says a beautiful day. With the exception of some small

Processes



COMMODORE
E. W. (BILL)
EDGERTON

NATIONAL
COMMODORE



In my last two articles I addressed the first two of the 3Ps for 2003 - 2004; People and Professionalism. In this article I will address the third P - Processes.

Within any medium to large organization there have to be certain routines, courses of action to be followed in order to accomplish some action or achieve a goal. These routines are processes and are fully intended, when followed, to yield the desired end state in the most appropriate and timely manner. Generally, these processes are developed because previous efforts to perform a task failed or were delayed. For a process to be successful and accepted, the members involved should understand the purpose of the process. In the Auxiliary, "members" refer to the appropriate elected and/or appointed officers in the chain of leadership and management.

There are processes that apply to just about all facets of the Auxiliary: administrative actions, training and qualifications, public education, vessel safety checks, operations, election and appointment of officers, recognition of members for their performance, and many other activities. The applicable processes, or guidelines, have been developed to ensure that the right people are aware of the desired outcome, allowing it to occur efficiently at the lowest level practical in the organization. This usually results in the task being performed in a most timely manner, as well. Effective processes also provide a means for providing feedback: suggestions or recommendation for changes in the processes. A system for making changes is especially important for us, since the Auxiliary and/or the Coast Guard are governmental organizations with special legal responsibilities.

What happens when a process is not followed? This can happen when a member decides that there is no need to follow the process and skips a few

steps. Usually, this request, suggestion, or recommendation will need to be intercepted or rerouted to the individual that it should have been sent to originally. In some occasions it may need to be returned to the originator for proper submission. Either of these actions will result in a longer processing time.

There may be times when it seems like a certain higher authority, for such as the DCO or DIRAUX will have to approve the request or enact the desired change, so why not just "go to the top" directly? This is not acceptable, because intervening levels of management need to know what is being proposed, so that they can provide amplifying information, possibly improve the request, and, in general, enable the DCO or DIRAUX to be better informed when reaching a decision or proving an answer.

These processes, or "red tape" as it they are sometimes referred to, were not established to hinder the achievement of a goal but to better ensure that the proper action is taken at the appropriate level in a timely manner. This is true whether the objective was to get an answer or to right a wrong (real or perceived). This is also necessary to ensure that the action is taken by a well informed individual or, in some cases, a group like a committee.

Processes establish order within an organization or provide for the accomplishment of specific actions. For example, the steps required to take a vessel in a side-by-side tow is a process. It's easy to see how this process needs to be followed to avoid mistakes, and the same is true of most of the less obvious processes we use in the Auxiliary.

Adherence to the Processes will go a long way in allowing the Auxiliary to satisfy the needs of its members, People, and increase the proficiency, Professionalism, within our programs and performance of our missions. ⚓

Changes of the

Recent changes in
and technology have
will these changes
years to come?

The Coast Guard Auxiliary has a rich culture, based on 60 years of membership in boating safety. Every member learns our four pillars: Recreational Boating Safety, Public Education, Services, Coast Guard/Department of Defense, and Fellowship, which are the putable elements of our culture.

In the last decade, however, many factors have come together to change the beginning of shipboard culture. The stage was set in 1996 with the passage of the Coast Guard Authorization Act, which expanded the scope of Auxiliary member activities. While on these potential changes were a high priority until September 11, 2001, when a new normalcy was established in the United States by terrorism that placed unprecedented demands on the Coast Guard and Auxiliary.

A final catalyst for the change in culture comes from Interagency, which is making it possible to meet the new demands for better communication, effectiveness, and shorter response times.

These changes have affected the Auxiliary in ways that are complex, and pervasive.

Many of our newest members are because they want to make a contribution to our efforts to protect and enhance homeland security. The Coast Guard needs our help in different ways which we

Revolution in Auxiliary affairs?



CAPTAIN
**DAVID
HILL**

CHIEF DIRECTOR,
U.S. COAST GUARD
AUXILIARY



Is a revolution in auxiliary affairs underway? It just might seem so, given the current maritime security environment and the expanding scope of Auxiliary support to Coast Guard missions, when compared to the 64 years of traditional support the Auxiliary has provided. If such a thing were happening, how would we know it? Just what is a revolution of auxiliary affairs?

Lieutenant General Paul K. Van Riper, U.S. Army (Retired) defines a revolution in military affairs as a “phenomenon that occurs when a significant discontinuous increase in military capability is created by the innovative interaction of new technologies, operational concepts, and organizational structure.” In the world of military affairs, examples of such dramatic changes in the way military force projection has been planned, organized, and executed have included the development of carrier aviation and ballistic missile submarines. *A revolution in military affairs might currently be underway due to the development of new information technologies along with urban warfare.

Might this concept somehow apply to today’s Auxiliary? If so, the focus would likely be on new operational concepts and strategies, organizational structures and, most applicable to the Auxiliary, a new sense of purpose by our outstanding, exceptional members – the combination of all which could be viewed as having resulted in a new level of Auxiliary capability. On the operations side, we have Operation Patriot Readiness and several relatively new and exciting mission support areas, such as marine safety activities, recruiting, and maritime domain awareness. From the program management view, the grand strategy regarding use of our Auxiliary forces is new and far more challenging. Organizationally, the role as the

Department of Homeland Security’s leading volunteer agency might be or, most likely, become significant. The third factor, our members, is by far the most significant if we indeed are experiencing a revolution in auxiliary affairs. To examine this concept a bit more fully, it may be useful to look at three factors closely: the law, strategy, and our membership.

Let’s look at Section 822, Title 14, U. S. Code as it read in 1949:

“The purpose of the Auxiliary is to assist the Coast Guard:

- To promote safety and to effect rescues on and over the high seas and on navigable waters.
- To promote efficiency in the operation of motorboats and yachts.
- To foster a wider knowledge of, and better compliance with, the laws, rules and regulations governing the operation of motorboats and yachts;
- And to facilitate other operations of the Coast Guard.

In 1996, Section 822, Title 14 was changed completely to read:

- “The purpose of the Auxiliary is to assist the Coast Guard as authorized by the Commandant, in performing any Coast Guard function, power, duty, role, mission, or operation authorized by law.”

With a change in the statute, the legal change agent was in place for a revolution in auxiliary affairs. While the extent and scope of Auxiliary support to Coast Guard missions was changing even back in 1996, the Auxiliary support “trigger” was cocked and ready for a major event which, as we know, would forever change the United State’s maritime security environment. Since that event, the Auxiliary’s support has evolved into many operational and administrative mission areas, but the specific focus

HILL

continued from page 8

regarding Homeland Security has been backfill alignment with active duty units in conjunction with maritime security surge operations.

As the Chief Director, my view of the “grand” strategy is fairly straightforward. That is, to increase the capacity and capacity of the Auxiliary to provide the right and ready volunteer forces to support the full spectrum of Coast Guard missions, with a focus on the water and in-the-air operations. We have several sub-strategies to position the Auxiliary in support of the larger grand strategy. These strategies are primarily in the areas of resources (budget), legal issues (legislative change proposals), security (security checks and clearances), operations and training.

The “grand” strategy also has several key elements:

Recreational Boating Safety is the Auxiliary’s core competency and primary mission. The absolute strongest support to the Recreational Boating Safety mission is needed as never before. Preventive Search and Rescue saves lives. Preventive Search and Rescue also creates opportunities for lim-

SEIBERT

continued from page 7

bers, we need to acknowledge and understand this, so as to be available to the Coast Guard, to the recreational boating public and the nation, in order to serve in the many new missions as well as our traditional missions.

As an example, we are being asked to move into homeland security as trusted agents of the Coast Guard. Operation Patriot Readiness has been very successful and will continue to expand and to take its proper place, augmenting Coast Guard readiness. Our Maritime Domain Awareness outreach programs will certainly demand more of our time, as we educate the public on its importance.

With our expanded role comes respect from the Coast Guard and the boating public. However, this also means that we must maintain the

Operation BoatSmart: Progress report



COMMODORE

MARY
LARSON

NATIONAL VICE
COMMODORE
ATLANTIC EAST



Operation BoatSmart officially began in May 2001 as a Coast Guard led program using partnerships at the local level to reduce fatalities among recreational boaters. The new outreach campaign, "You're in Command," has been outlined elsewhere and is referenced later in this article.

Operation BoatSmart was designed to stretch over four years with specific measures to determine success based on calendar year 2000 baseline data. Success will be determined at the end of the four years by progress in reducing fatalities and producing a positive change in boater behavior.

THE FOUR PRIMARY INTENTS OF OBS ARE TO:

- Increase the number of boaters wearing life jackets, — at all times
- Increase the number of boaters who take public education courses
- Spread the message that safely equipped, well-maintained boats save lives
- Convince boaters that drinking and boating are as dangerous as driving under the influence.

Nationally, Operation BoatSmart is coordinated by CDR Kim Pickens, OBS Point of Contact, Atlantic Area and CDR Mike O'Brien, Pacific Area. On the Auxiliary side, Jack Nourie, is the National Coordinator for Operation BoatSmart and You're In Command campaigns. My role is Auxiliary Executive Agent for both campaigns.

Now that we are past the two-year mark in the program, those of us responsible for Operation BoatSmart would like to share a progress report with you.

Two of the performance criteria can

be measured by data we routinely collect - the number of students completing boating safety courses and the number of vessel safety checks performed. Vessel Safety Checks are our way to reach the public on their docks and on the ramps, with the message about safe, well-equipped vessels.

Looking at public education first, in 2002, Auxiliarists increased the number of students who completed courses in 2001 by 23%, teaching a total of 174,505 boaters. This figure combined with statistics from the U.S. Power Squadrons means that we taught 203,461 students last year. Admittedly, this was short of the initial goal, which was an increase of 30% however the first few months of 2003 have shown an upturn in class attendance.

Since the inception of Operation BoatSmart, Vessel Examiners in the Auxiliary have been joined by Examiners from the U.S. Power Squadrons, and state agencies in several states. Working together, we have turned the corner on the decline in the number of VSCs done. In 2002 the total number of vessel safety checks done jumped by nearly 50% over 2000. Given that in 2000 we were inspecting only one percent of the registered boats, there is ample room for growth. As Auxiliarists we are still leading the way. Out of the 200,415 VSCs done in 2002, more than 134,000 were performed by Auxiliarists.

These numbers are impressive given the fact that so many resources have been devoted to boating safety in the past two years. Obviously, we have not forgotten our traditional focus on recreational boating safety.

Measuring an increase in the number of boaters wearing PFDs is a challenging task. We do know that the number of particularly Type III and IV PFDs were sold last year than in the previous years. This is especially true since the boating industry has been "flat" for two years. This increase in sales shows that more are being worn. Independent random surveys yearly has not shown an increase in the number of boaters wearing PFDs.

The findings from the survey are balanced against those of the Coast Guard. As far as their boaters are concerned, entries in the survey indicate a possible increase in the number of boaters who were wearing life jackets when sighted or observed. The number of adult boaters wearing life jackets went from 8.7% in the early 2002 to 15% in the early 2003. The number of children wearing life jackets is particularly encouraging. That number jumped from 84.2%. Although the Coast Guard's observations are not scientific, they offer an indication of the progress in the first year of Operation BoatSmart.

Boating statistics for 2003 are not available at the time this report was written so we do not know the extent of your success. It will take more than two years to see significant numbers of a change with our safety messages. The messages are obvious to us, and involved in most of the fatalities often do not consider themselves as "boaters."

To provide outreach to the boating community, — and in particular to our target audience, we have "You're In Command:" the external campaign for the Operation BoatSmart.

Getting back to basics



COMMODORE

**GAIL
RAMSEY**

NATIONAL
VICE COMMODORE
PACIFIC



Hopefully all of us are involved in member training in one way shape or form. My area of choice is operations, be it patrols, training on the water or classroom instruction. For the last 15 years I have worked with a great team of Qualification Examiners who have put on an introduction to Boat Crew twice a year as part of District Eleven Northern's Past Captains' Training Fair, taught on Coast Guard Island, Alameda, California. Every time the class is taught, the agenda has been modified and revised due to the experiences gained from prior classes. This time we did some different things that I would like to share with you.

The majority of the students for the Boat Crew Class have been members of the Coast Guard Auxiliary for less than two years. In fact, some still had wet ink on their membership cards. For two days the instruction team works hard, teaching the basic information from the Boat Crew Manual such as knots, survival gear, communications, fire extinguishers, paper work and all the other information that is available in the operations manuals for crew.

On the morning of the class, just before the 0800 morning Colors, two members of the instruction team were walking towards the classroom when the morning Colors were sounded. A member of the class, looking outside, asked another instructor "Why are they just standing there, not talking and looking like they are at Attention?"

This conversation was later shared with all the members of the teaching team and the class. The instructors quickly realized some students were not familiar with military protocol. So, we came up with a plan to expose the students to some basic military protocol and other information helpful on a military base. The plan is a great addition to our operations Boat Crew Class. We shared information about not driving during the presentation of Colors, wearing cover (caps, etc), saluting and what in general was expected of all personnel

on the base during this time. Then we went a bit further; no one in the class was aware of the Base Exchange, or of what Auxiliarists could and could not purchase.

The details of uniforms were another major issue. What is the standard uniform? For this class, it was the dark blue working uniform. We reviewed the various parts of the uniform, such as the wearing of the Member Insignia (sew on or pin on) when working at Coast Guard units. We also covered where and when they could wear a unit ball cap, as well as many other aspects of the Coast Guard Auxiliary uniform. The students welcomed the opportunity to be able to ask questions.

New members do not have a clue about the many of the things that you and I take for granted. The reason for their lack of knowledge is no one's fault. But this lack of familiarity with the Coast Guard Auxiliary culture and not knowing where to find the answer to questions is one of the major causes for members to leave.

We all pour tons of information into the new member, but remember, it takes hearing it more than once to be absorbed. Moreover, actually wearing the uniform is much different than looking at the uniform pictures in the manual. And hearing the same information from more than one person is not a bad thing, and if done courteously, actually reinforces the confidence of the new member!

I believe that there is not a class that we teach where the instructors do not learn something new. Once again, this scenario demonstrates the value of feedback and that communication with others is always a learning experience. The gist of the matter is: No matter what class you are teaching, take a few minutes to talk about the basics. You may be surprised; everyone, including you, may learn something. The best part is you will help retain the new member and make him or her feel at home in our ranks. 🚢

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DEPARTMENT OF
TRANSPORTATION 911 ME

National Commodore

E. W. (Bill) Edgerton, Jr.

Past National Commodore

Viggo C. Bertelsen, Jr.

National Vice Commodore-

Gene M. Seibert

Auxiliarist **James Welch**

Executive Assistant
to the Chief Director

COMMANDANT LETTER
OF COMMENDATION AWA

Past National Commodore

Everette L. Tucker, Jr.

AUXILIARY MERITORIO
SERVICE AWARD

Past National Commodore

Everette L. Tucker, Jr.

Past National Commodore

Henry G. Pratt, III

Richard C. Lavy, M.D.

Robert T. Platt

Michael E. Thompson, Ph.D.

James E. Welch, Jr.

NATIONAL AIDS
TO NAVIGATION AWARD

Individual award,

Richard McKay,

Flotilla 15-8, D7

(1452 points)

Flotilla award,

Flotilla 1-10, D8-CR

(3253 points)

Division award,

Division 1, D8-CR

(4961 points)

DEPARTMENT OF COMME
CHART UPDATING AWARDS F

*District with the most
members submitting reports*

D5-SR (31 reports)

FIRST-TIMER

continued from page 5

boating education (shore-side only) helps or doesn't help reduce accidents and whether an on-the-water requirement would work. Several of the participants spoke about how their countries were now just starting to implement Recreational Boating Safety education programs, and were eyeing mandatory boating courses to help stem the tide of accidents and deaths of their boaters.

For the next several hours, as my scheduled meeting time kept moving later in the day, I have many impromptu meetings with a wide variety of Auxiliary members. Some members belong to the national departments I work with; others were people I just wanted to meet.

After trading large number of e-mails, and speaking on the phone, I finally get to meet in person people like Marilyn McBain (DC-I), Jeff Mahl (DC-Id), COMO Ev Tucker (N-I), Brigitte and Klaus Baumann (N-ID and N-Id). I am introduced to NACO Bill Edgerton, and NADCO-MS Tony Morris. I conversed with Capt. Hill and Cdr. Chris Olin, Deputy CHDIRU-AX. All these people are approachable, personable and friendly. They all make this new member (I've been in the Auxiliary less than two years), as well as all the members feel as they were a valuable part of the organization.

I attend a couple of other training sessions Friday. At one of the sessions, Doug Simpson, BC-TTT and Manager of the National Testing Center lectures the participants on not only On-line Testing but On-line Training opportunities provided by the National Testing Center, DIRAUX West and the national Training Department.

On-line testing and training have emerged as possibly "the" single factor in increasing the number of members who have taken both AUXOP courses as well as qualification courses in the Auxiliary.

"Tests like ICS 100 have five-fold the number of test takers than the nearest test," Simpson said. When queried by an audience member as to why this was the case, Simpson specu-



VADM Thomas Barrett, Vice Commandant of the Coast Guard, was Saturday night's keynote speaker. Photos by Harry McBain and Mel Borofsky

lated, "It's the type of training that our members are seeking. Maybe it's because as Watchstanders they are required locally to provide proof of passage. Now, we, - the Auxiliary and Coast Guard - need to find the opportunities where they can utilize this training."

Simpson suggests that if members are interested in more information on On-line Testing, they should see the recent article in May 2003 issue of the T-Department's e-Quest (<http://www.auxonline.org/~etraining/ezine/>). For the On-line Testing web site, go to <http://cgexams.info/testing/>.

■ ■ ■

Saturday, 0800, Aug. 30 - I arrive at the National Board Meeting, after what has become the NACON 2003 joke, "the hike to the event." Members are welcomed by the soothing sounds of the Nashville Community Orchestra. These men and women came in exceptionally early Saturday morning just to perform at the beginning of our National Board Meeting opening ceremony.

After the honor guard and some brief introductions, the Mayor of Nashville, the Honorable W. Purcell,

praised the Auxiliary and their "... incredible outstanding service ... provided on our inland waterways." Purcell informed us that not only does he know and appreciate the work that the Americas Volunteer Lifesaver's perform, but also "we are known to mayors and leaders all over the country."

Following his funny and lively speech was a warm welcome by Rear Adm. Duncan, District Commander of D8. He too praised the Auxiliary for dedication and resourcefulness. However, Adm. Duncan had a request; D8 has a current backlog of applications for Merchant Mariners and as such he needed Auxiliarists willing to assist with administrative duties. It was nice to be needed.

Following Adm. Duncan's remarks, Rear Adm. David Belz, the Assistant Commandant for Operations (G-O) was introduced. He brought with him a message from DHS Secretary Ridge which said "[how] proud he was of the Auxiliary's 64 years of service [and] unyielding service in the name of safety and security of America on our waterways."

According to Adm. Belz, the Auxiliary has donated 1.7 million hours to the Coast Guard. Quite a significant number!

Next to address the conference was



CAPT Dave Hill, CHDIRAUX

Capt. David Hill, the Chief Director of the Auxiliary. Capt. Hill reemphasized the role of the Auxiliary in the area of Recreational Boating Safety, Marine Domain Awareness, and Recruitment for the Coast Guard (via the AIM program) and Auxiliary.

COMO Everett Tucker, N-I, of the International Affairs Directorate, welcomed the many members of the national community of Auxiliarists and other maritime lifesaving services.

Ruth Wood, President of Boat Foundation reiterated the long-standing 35 year relationship with the Coast Guard Auxiliary. Their focus is on the way the Wallop-Breaux Trust Funds are distributed, as well as sanitation and dredging issues that are affecting boating and marinas in our nation.

Capt. Scott Evans, Chief of the Division of Boating Safety spoke about his mission, which is, as Capt. Hill clearly enunciated, our mission - Recreational Boating Safety. He emphasized that Operation Boat Smart is crucial to our mission, by building partnerships with all stake holders in RBS; manufacturers, operators, marinas, distributors, name a few. "Preventing an accident prevents a fatality. Wear your PFD, don't boat while under the influence of alcohol or drugs (prescription or over-the-counter)."

U.S. Coast Guard Pipe Band pipes up

BY JUDY HILLS

SO-PB 5SR Division 20

Have you ever been emotionally touched by the haunting sound of a bagpipe? Deep inside this music resonates with our collective souls and moves us to another realm of being; the experience being almost mystical.

The early history of the bagpipes is sketchy at best. There is written mention in 100 AD of the emperor Nero playing "the aulos with his mouth and also with his armpit, the bag being thrown under it." These instruments were made from material that easily disintegrated, so little physical evidence of them exists except for the late middle ages when bagpipes began to appear in illustrations. More than 350 years later, in 1619 the bagpipe appears in the scholarly work of Praetorius, on the subject of organography.

The earliest records of the "Great Warpipe of the North" being played were of the ancient Irish warriors who played the pipes in battle. The Scots, close cousins to the Irish, also played the pipes which eventually became known as the "Great Highland Bagpipes." Clans used pipers to awaken the family in the morning and to compose various tunes to mark special occasions such as birth, deaths, and marriages. When we think of the bagpipe we invariably think of the Scots.

In 1793 the Black Watch was formed by an English king to observe the Highlanders. Each Black Watch company maintained its own piper. In 1582 in George Buchanan's "Description of Scotland," he speaks of the Highlanders using bagpipes instead of trumpets on the field of battle. "As a musical instrument of war the PIOB MHOR (a type of bagpipe) is without equal. The shrill and penetrating notes worked well in the roar and din of bat-



The U.S. Coast Guard Pipe Band, August 2, 2003 Led by drum major Andy Anderson and pipe major Iain Anderson. Photos by Judy Hills

tle. Pipes have reportedly been heard at distances over six miles, and under favorable conditions at ten miles." (Gordon B. Kinney, Jr., 2003) The music of the pipes cheered the troops on.

In the United States the pipes took hold in the military as well, though not used in quite the same way. These bands were more ceremonial than anything, although there are some historical notes of bagpipes heard near the battlefields of World War I and World War II. Pipe Bands exist in a number of branches of the United States Armed Forces. These include: The Pipes & Drums of the Brigade of Midshipmen at the United States Naval Academy, the Pipes and Drums of the Corps of Cadets at West Point, and the Air Force Reserve Pipe Band at Robins AFB in Warner Robins, GA. In 1991 some Marines established a Leatherneck Pipe & Drum Corps followed in 2001 by the U.S. Coast Guard Pipe Band.

The Coast Guard Pipe Band is not an official part of the U.S. Coast Guard, but is considered much like the Auxiliary. In 2002, the USCG Pipe Band incorporated as a nonprofit and it

currently has a roster of over 40 members. It was CWO Kevin Gilheany who made the USCG Pipe Band a reality. CWO Gilheany gathered seven pipers and three drummers for their first public appearance as a group in Grand Haven, Michigan on August 2, 2002. "I did it as my last hurrah before retiring. I knew that once everyone saw how awesome a pipe band can be that they would love it," said Gilheany in a recent interview. And they did!

According to the USCG Pipe Band's website, "The purpose for which the corporation is organized, and will be exclusively operated, is charitable purposes." The Pipe Band is designed "to foster and promote greater public understanding, recognition and appreciation of the history, traditions, contributions, sacrifices, roles and missions of the men and women of the U. S. Coast Guard."

The site goes on to state that, "Membership in the corporation is open to all active duty, reserve and retired members of the U. S. Coast Guard, active members of the U. S. Coast Guard Auxiliary and honorably discharged wartime Coast Guard Veterans who support the purposes of



Admiral Thomas H. Collins receives the U.S. Coast Guard Pipe Band Scottish dubb (black knife) from drum major, Andy Anderson. Band president Kevin Gilheany looks on.

the corporation. Membership is not limited to persons of Scottish descent but is open to any person meeting membership requirements regardless of race, color, national origin, ethnicity, age, religion, sex, handicap or marital status. Membership is also open to those who are otherwise qualified who are not proficient in the playing of bagpipes or drums but who can serve the Pipe Band in other capacities such as color guards, liaison coordinators and similar support functions."

Part of the band's uniform is a tartan. A tartan is a woven cloth of specific colors and with specific three counts creating a uniquely characteristic pattern. Some tartans are even defined by legislature. (Did you know that in 1998 the State of California adopted the Muir tartan as the official tartan of the state?) Joanne Pendleton, wife of CWO Mike Pendleton was instrumental in researching a tartan for the Coast Guard. CDR Andrew Anderson, USCG (Ret.), the Pipe Band Drum Major, also played a major role in the effort before the band formed. In May 2002, Admiral James Loy approved the official USCG Tartan. The kilt is made from the tartan. The band later adopted the USCG tartan.

CWO Kevin Gilheany USCG (Ret.) President of the USCG Pipe Band is of Irish descent and grew up hearing pipe bands in New York. It was in his blood, so to speak. "Learning the pipes takes diligence and lots of practice," said Gilheany. He enjoys playing the pipes, although he finds that few are persistent enough to really learn to play this difficult instrument. "Playing the pipes in the USCG I



Swimmers practice techniques to attract rescuer attention. Photos by Arthur Ramirez

When Auxiliary aviators take to the water

BY ARTHUR RAMIREZ
BC-All

Unlike their boating counterparts who spend most of their time on the water, Coast Guard Auxiliary pilots and observers spend most of their time in the air. That is, of course, until it's time for their yearly Ditching and Egress Workshop and Swim Test. That's when these intrepid men and women jump, fully clothed and shod, into a pool to swim 50 yards and then climb into an overturned survival raft.

Pilots and observers, like their boating brethren, are subject to a long list of annual requirements to maintain their currency. The most physically

demanding of these is the annual Swim Test.

That's why many of the swim tests held throughout the country are usually overseen by a CG certified survivor swimmer and a medically qualified auxiliarist. The pictures show an Egress Workshop and Swim Test held by First Southern District (1SR) in June 2003.

Auxiliary Aviation (AuxAir) is alive and extremely active in the First Southern District, which covers a wide swath of the First Coast Guard District, including the southern parts of New Jersey, the New York City metropolitan area, Connecticut and Vermont.

The district includes New York City, the Hudson River, a nuclear power station, as well as millions of people, hundreds of thousands of recreational boaters and one of the busiest commercial harbors in the world.

Meeting at Flotilla 12-07 offices located at the Republic Airport, in Farmingdale Long Island, New York, was a group of eager pilots, observers and trainees. They were there to attend a workshop and swim test conducted by Ellery Parks ADSO-AVT (Assistant District Staff Officer for Aviation Training).

Parks, in addition to being a CGAUX pilot, is also a Coast Guard Survivor Swimmer, a qualification that

If the students found
such as a pool, imagine
the shock of ditching
to make these types



is not easy to obtain. Additional
is a professional rescue medic. In
this District has such an active A
program, with pilots and observers
from four states, this is the third
this year that Ellery has held this
ticular workshop and subsequent
swim test. Today he was assisted
John Mark, MD, an Auxiliarist in
Flotilla 12-07.

The three-hour Egress Workshop
covers a myriad of topics including
ditching, egress (exiting from a
downed aircraft), use of survival
equipment, problems of hypothermia
and basic treatment techniques for
injured crew members.

The course is filled with useful
technical and common sense information
for the pilot and observer who may
may find themselves ditching.
Participation by the students was
enthusiastic, with many bringing
benefit of their own experiences.

Next came the swim test. Ellery
outlined what was required of all
participants, as well as what to do if
the students got into trouble. Once
assembled, groups of three stud



Fishing vessel Naomi Marie being towed. Photo by Noreen Folkerts

Answerin

HARD

The Rescue of t

BY NOREEN FOLKBERTS, DSO-PI

Alaska is reno
is especially
According to
in Alaska, "A
weather is m
at night, the

The call was made to C
0130 and 0200. It was lat
almost 20 hours of sunlig
NAOMI MARIE sent ou
"between the red buoy a
in the water. They had r
tanks. In the effort to bl
the batteries were draw
nothing but the radio.

The Auxiliary Vessel NOREE
had been on patrol the previous
and Mike Folkerts, coxswain, and
Noreen Folkerts, crew, had deci
spend the night aboard in Auke
Harbor, approximately 12 miles
the reported position of the NA
MARIE. According to Noreen

HARD DAYS NIGHT

continued from page 21

news . . . just past Coghlan Island, only two miles into the journey, the fog set in. For the next 10 miles, we faced a mixture of conditions, going from zero to a quarter mile visibility. Fortunately, the NAOMI MARIE happened to be in one of the better visibility areas, making the search much easier."

Once out of the fog, the Folkerts spotted a vessel on the horizon, and when on scene, confirmation was made with Juneau Radio that it was in fact the NAOMI MARIE. Although there was no wind, the tide and currents had carried the disabled vessel from their originally reported position right to where they suspected. Step one of the mission had been accomplished. "By 0340, we had found the disabled vessel without incident. All three persons on board were fine except for the lack of sleep and the 26-foot fishing vessel was well off shore in no immediate danger," Noreen reported.

Now for step two: getting the vessel safely back to Auke Bay Harbor. Folkerts continued, "Once the occupants were in their life jackets and it was determined that they could safely remain on their vessel, the stern tow was hooked up and the journey began. Within a mile, the fog settled in for good, and again we had to rely on the GPS, radar and radio!"

"The tow proceeded without problems. A constant communication

schedule was kept with Coast Guard Juneau Radio, and as targets appeared on the radar, each was contacted to make sure they too, had a fix on both of us. There were times when the tow could barely be seen behind the NOREEN KAY. As Coghlan Island got closer, Mike and I made the decision to go by the south and east sides as opposed to going through the narrower passage on the north and west."

At the same time, the State Ferry KENNICOTT issued their securite message to let other mariners know they were leaving dock. The timing for a disaster would be perfect; both would be rounding the island at the same time . . . from different directions. "At this point we knew it was time for another radio call. The ferry altered its course and slowed to give us a wide berth and the passing went without incident."

Once at the mouth of the harbor, the NAOMI MARIE was moved to an alongside tow and at approximately 0630, the vessel was safely moored in Auke Bay.

While this seemed like a routine SAR, it could have been a lot different without proper training, common sense, and using the principles set forth in the Team Coordination Training class. Like the well trained team that they are, Mike and Noreen debriefed after the mission. They concluded that there are some very important things to consider

when offering our vessels and crews for a rescue. "In this case, we looked at four factors:" according to Noreen. "We had to make a go/no-go decision based on: (1) Our physical ability - were we up to the task at hand; (2) the weather, and how it could change, and how that change could affect our mission; (3) our communication skills - could we offer accurate communications for the situation, and (4) our navigation skills - were our navigation skills up to the challenges presented by this mission? Did we know how to use all the navigation equipment (GPS, radar, etc) at our disposal?"

Fortunately for the crew of the F/V NAOMI MARIE, the Folkerts were able to answer the call.

The moral to the story, according to the Folkerts, "Please make sure your operational qualifications are up to date. It is important to practice what you know, even if it is just on paper. When you are out on the water, you should practice using all the navigation tools at your disposal, even if you don't need them. It can be really embarrassing to end up in the fog, flip on the radar and then realize you're not really sure how to use it! We are a part of Coast Guard Forces, a professional team! When we offer our services, or are called upon for a mission, the public sees us as a part of that professional team. Let's make sure we are up to the task!" 🌀

"Once the occupants were in their life jackets and it was determined that they could safely remain on their vessel, the stern tow was hooked up and the journey began. Within a mile, the fog settled in for good, and again we had to rely on the GPS, radar and radio!"



Coast Guard Auxiliarist Nelson Barbers Point in Honolulu as fears concerns. Photo by PA2 David Mosley

Fulfill

BY LT CLINT TROCCHIO, USCG

USCG AirStation Barbers Point is the primary aviation airstation ramp for all of the Pacific Fleet. It has made the round-up, where the fleet's aviation missions, planning and execution of the Hawaiian Islands have been a major focus. More flight hours and high performance to Auxiliary Aviation resources. The Big Island of Hawaii, to the



Pictured left to right: David Burwell, Dolores Burwell, Bill Cooper, FC 16-7 D-11SR; Pat Muraglia, Frank Muraglia VCO-D11SR. *U.S. Coast Guard photos*



USCGC CHASE

Opportunity knocked

And David and Dolores Burwell said "YES," serving together as Quarterdeck Watchstanders on the USCGC CHASE

BY MAXINE CAVANAUGH
BC-AIC

When David and Dolores Burwell of Carlsbad, California, heard about the opportunity to get involved with a Coast Guard Cutter from their Flotilla Operations Officer, they didn't hesitate.

After submitting their resumes through the Auxiliary Chain of Communication, they were interviewed by the Commanding Officer of the USCGC CHASE (WHEC 718), a 378-ft cutter home ported in San Diego. Commanding Officer, CAPT Mark S. Kern, former CHDIRAUX, invited them to join the CHASE and

train as Quarterdeck Watchstanders.

A year later and with a new commanding officer, CAPT Norman L. Custard, the Burwells have spent an average of four hours a week training with the CHASE crew and learning the job. They have qualified as regular Quarterdeck watch standers.

There is a lot more to being a watchstander than meets the eye. One must assist the Officer of the Deck, oversee who boards and leaves the ship, maintain records and logs for visitors and contractors, enter weather conditions, answer and relay ship's telephone calls, and make routine and special pages as the occasion calls for.

But the Burwells' service to the CHASE goes beyond watchstanding. In addition, David has used his navigation skills to make chart changes for the ship. Dolores helps out wherever she can with her office skills. They have even helped paint when the occasion called for it.

Besides standing watch when the ship is in port, the Burwells participated in an overnight shakedown cruise before the CHASE left for an Alaskan patrol. Later, when the ship returned from Alaska, the Burwells and a number of friends and family of the crew traveled from north of San Diego in vans and caught the ferry to Catalina

Island where the CHASE picked up on its way back to San Diego.

Normal patrols for the CHASE include north to Alaska and the Bering Sea area or south to the Mexican Riviera and beyond. The ship is generally out for between 45-70 days. The Burwells have been invited to go on patrol if they want to. But even though they are world travelers, they are not sure they will accept the offer, for one simple reason.

"We had to bunk separately in the officer's quarters," stated the Burwells. "No fraternization between male and female crew members is allowed unless they are married to each other. We are a couple that truly enjoys serving together."

David and Dolores, both over 50, were treated as equals by all the officers and enlisted crew whose ages ranged from 18-to 50-something. "There was no sense of age difference," remarked Dolores. "They were always courteous, friendly, appreciative and comfortable with us."

David, whose background is in engineering, is a WWII Army veteran. Dolores retired after a long career

District 9 CR adds a DART to its resources

BY JERRI A. SMITH
BC-AIW

"A one-ah and a two-ah and a three-ah" echoed the cadence in the Coast Guard Station Belle Isle's boathouse.

No, this was not an audition for the Lawrence Welk Show; rather, these were the sounds of Chief Warrant Officer Jeff Bradbury putting nine Auxiliarists through bent-knee push-ups as part of their physical requirements to qualify as members of the elite 9th Central Region's Deployable Auxiliary Response Team (DART) team.

Ninth Central Region's District Commodore, Ken Koeppen, first introduced this DART program in the fall of 2002 at a Commanding Officer's conference, and eventually it came into fruition in June of 2003. The successful implementation of the DART program was a result of the strong collaboration between the Silver and Gold sides at all levels. Leading the effort in the establishment of DART were: Commodore Ken Koeppen; Don Pryjmak, District Staff Officer-Operations/DART Coordinator; Operations Training Officer/Chief Warrant Officer, George Spanier; 9th District Director of Auxiliary, Commander Brad Nelson; Chief Warrant Officer Jeff Bradbury; and D9 Small Boat Manager, Chief Warrant Officer Keith West.

The DART program's ultimate goal is to train, qualify and provide auxiliarists to execute patrols on Coast Guard-owned boats authorized for Auxiliary use.

Since Sept. 11, 2001, there has been a need to provide additional resources to assist the Coast Guard with surface operations. On all three lakes bordering Michigan, key infrastructure sites exist where additional surface operational support is needed. The Coast Guard is engaged in monitoring these



Station Belle Isle's new safe boat. Photo by Nancy Pryjmak

and other strategic areas, and the Auxiliary can provide backfill support.

As the name implies, the objective of DART is to go where the need arises to help the Gold Side. The "DART boat" (as it is coming to be known) is a 21-foot rigid-hull inflatable (RHI), which was at one time part of the surface fleet tasked to Coast Guard Station Belle Isle, located in Detroit, Michigan. Facility 214363 became available for Auxiliary use when the Station received its complement of 25-foot aluminum safe boats.

Auxiliarists wishing to qualify for the program had to be currently certified boat crew or coxswains, in good standing. Since the primary objective of the program was to put additional resources on the water, only persons who did not already own a boat that either was or could be a facility could apply.

DART team members that have successfully completed the training are as follows:

Coxswains:

- Ken Renner
- Joseph Kennedy

- Don Pryjmak
 - Mark Volkman
 - Bruce Van Wieren
- Boat Crew:
- Paul Guinnane
 - Nancy Pryjmak
 - Steve Rynbrandt

DCO Koeppen undertook the training in the spirit of DART in order to encourage his members.

The team's training mentor and classroom instructor was the Commanding Officer of Coast Guard Station Belle Isle, CWO Jeff Bradbury. Training was given on all operational parameters of the facility, including the radio, global positioning system, chart plotter, and engine instrumentation as well as all maintenance procedures.

It was necessary that the DART team members meet minimum physical standards patterned after the AUXOP Station Holland in Western Michigan. Among these were push-ups, carrying and hoisting of the P1 pump, line throw, PFD-swim, retrieval of OSCAR (the dummy used for man-overboard drills), and a one-mile brisk walk. Everyone made it, with Commodore



Training Patrol – Steve Rynbrandt

Koeppen leading the way and cheering them on. They also refreshed on the operation of the P1 pump, since the type of pump would be passed over from a helo or another CG facility, according to Don Pryjmak, DSO.

"Our on-the-water training was conducted in conjunction with the 25th Safe Boat by CWO Bradbury and Chief Officer Crochette. Every team member participated in stern tows, alongside tows, and crossing the 'T' approaches. Later we worked on overboard (MOB) drills. Every team member took turns piloting the boat so that we could maintain mission capability. We learned how to utilize a unique towline configuration with stern tow bits. Since it is impossible to drill into the inflatable sponsons with a screw in breast cleats, we learned to secure the disabled vessel in a alongside tow using only the SAM.

Take a look at America's Boating Course

BY JOHN MALATAK

Chief Program Operations,
U.S. Coast Guard, Office of Boating Safety

The doctor who just bought his first boat - but who is on call five nights a week ...

The college student who loves to ride PWCs - and is used to carrying on five "instant messaging" conversations at a time on her PC ...

The busy soccer mom - who might someday suddenly become "skipper" of the family ski boat ...

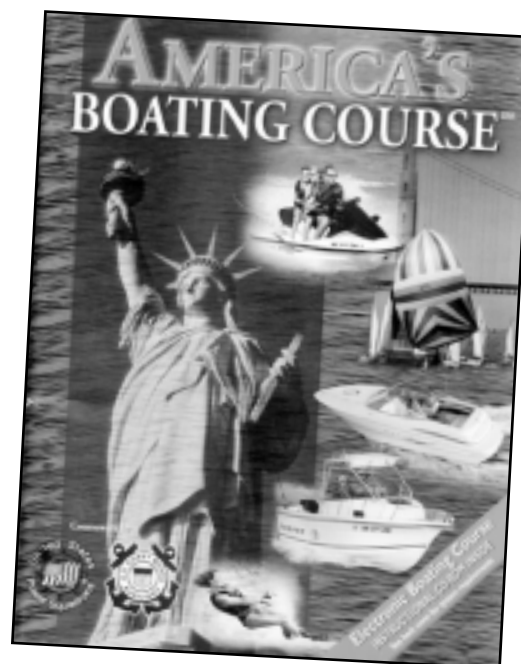
All of these people need a basic boating course. All of them are part of the boating public that we serve through boating safety education. But none of them are likely to have the time or flexibility to attend a traditional classroom course. Enter America's Boating Course (ABC).

This top-notch basic boating course was developed jointly by the U.S. Coast Guard Auxiliary and the U.S. Power Squadrons. It has been recognized by the U.S. Coast Guard and approved by the National Association of State Boating Law Administrators (NAS-BLA). It meets most state boating education requirements, except those that still require classroom instruction.

Most important, America's Boating

Course is available in three forms - online, CD-ROM, and as classroom instruction. The convenient, flexible, and 24x7 availability speaks to both busy professionals and the younger "wired" generation. It provides a vehicle for boating education to groups unlikely to attend traditional flotilla, squadron, or even state-sponsored courses - the same groups that may be responsible for a disproportionate number of the accidents and fatalities on our nation's waterways each year.

Clearly classroom education has advantages over online and CD-ROM delivery. The face-to-face time spent with an experienced instructor can simply not be matched by electronic vehicles - even when ABC mentors and proctors are a phone call or e-mail away. Nor can an electronic course like ABC provide the kind of recruiting opportunities that come with classroom instruction. But America's Boating Course is not meant to replace traditional classroom instruction at all. Instead, it's meant to reach out to large, underserved groups of recreational boaters - those people for which state-of-the-art online or CD-ROM training is much better than no train-



ing at all.

Take another look at America's Boating Course. Recognize that it fulfills a very important role in our mission of public boating education. Don't worry that you may lose the opportunities presented by traditional classroom offerings - get excited by the potential of reaching out to tens of thousands of boaters who we have never touched before.

If you're not familiar with ABC, visit www.americasboatingcourse.com today. Get hold of a CD-ROM or classroom version of the training. Take it for a test drive yourself.

Then consider becoming an ABC mentor, proctor, or ambassador. We need your help to make ABC the basic boating course of choice for recreational boaters who can't or won't take a classroom course. 🌊

The sto

BY VIRGINIA H. LOVAS

Vice Captain, Division 7

Doug Voss was an energetic 15-year-old when I first met him at a friend's high school graduation party. He was introduced to me with the words,

"This is Doug Voss, and he was going to the Coast Guard Academy. I was to him!"

As I spoke with Doug that evening, I learned that he had not wavered from his goal since the age of 12 or so. He was challenging his academics as well as focusing on leadership skills and athletic prowess. He was very focused. Although I admit that I did not know many 15-year-olds, I was impressed by his maturity.

That summer, Doug was an invited guest on one of our patrols, and he started to come to our flotilla meetings. I had our DSO-CC, Ray Birnbaum and SO-CC, Iris Mordant, explain the AIM program to Doug. They also started guiding him in the right direction.

When Doug was well into his 17th year, Flotilla 72 started preparing for membership. A few days after his 17th birthday I, as the Flotilla Commander of 72, swore Doug in to the Auxiliary. What a proud moment! It was for both of us! Doug was already in an Auxiliary uniform and looked very professional.

Doug joined the Boat Crew Program, and became Crew Quartermaster later the same year. In his senior year of high school he became FSO-P for the flotilla, writing a great newsletter for our members. He never missed a deadline!

Doug qualified as an alternate for the AIM Program while continuing to re-take and re-take S.A.T.'s to bring his numbers up to Coast Guard Academy standards. At the same time he was captain of his high school's ice hockey team, and class president. He was



Basket almost down. Photos by Daliane Fulgham

U.S. Coast Guard Helicopter Operations

with Outer Banks Flotilla 16-07

BY DEE FULGHAM LEWIS
FSO-PA

The concept of joint Coast Guard and Coast Guard Auxiliary air training missions started as a vision in 1996.

Outer Banks Flotilla 16-07 already had a full agenda with patrols, public education, vessel inspections, navigation aid inspections, marine dealer visits, pollution monitoring and other activities. However, a small group of active members desired more. Bill Draper, FSO-OP was the driving force proposing to Commander Sens, Commander Group Cape Hatteras; and to Captain Walz and Commander Seabold of Elizabeth City Air Station that Auxiliary vessels could be used in place of Coast Guard vessels and crew as "vessels in distress" for training of

helicopter and C-130 missions.

The proposal was based on two premises:

1. The flotilla had resources and knowledge of local operation areas, and,

2. This would free up active Coast Guard personnel for other urgent duties.

Classroom training on the ground by air station personnel and on-the-water training with the 41-foot FTB by Station Oregon Inlet personnel led to the qualification of eight Auxiliarists to participate in an on-the-water demonstration. Using Auxiliary vessels and crew - the final test to determine if the concept was safe and efficient was scheduled.

In October, 1997 three flotilla boats: a 21-foot Privateer, a 23-foot Penn Yan,

and a 27-foot Sea Ray were selected for day time helo trial runs in the Albemarle Sound. An Elizabeth City Air Station H60 helicopter carried out the mission by briefing crews on safety and the kinds of hoists to be performed. After day and night trials in the Albemarle Sound it was determined that the 27-foot Sea Ray would continue practice missions with the helos. The flotilla was then given the responsibility of creating and training a crew of interested persons who would have the opportunity of participating in this new on-the-water activity.

Bill Draper's 27 foot Sea Ray was the primary "helo boat" for three years. Tom Franchi's 22 foot Grady White was the "helo boat" for the next two years. Franchi then purchased a new 29 foot Pro Sports catamaran. The

vessel TOM KAT has provided outstanding helo mission service that time.

Currently Flotilla 16-07 supports training of Elizabeth City Air Station helicopter crews - including pilot, flight mechanics and rescue swimmers. The vessel TOM KAT acts as a "distressed" vessel while the helicopter hovers close to the water at a height of approximately 50 feet. Basket hoist exercises are conducted either under way or dead in the water. A weight trail line may be lowered to the water and used by the crew to guide the basket to the boat or the basket may be lowered directly to the boat with the trail line. In conducting a pump and hoist, the helo drops the trail line into the water and then backs off and drops the "pump" in the water clear of the vessel. It is then pulled into the "distressed" vessel. The rescue basket is sometimes used to simulate the pump and hoist.

The Auxiliary also provides support standing by as a safety vessel while the helo rescue swimmers practice recovering victims from the water. Should the helo develop problems or have to ditch, 16-07 is there for assistance.

The normal boat crew for these exercises consists of four people including the operator, primary, secondary, and safety. A fifth person may be on board as trainee or observer. The primary is positioned at aft

Manhattan (NY) flotilla offers boaters safe boating advice in New York Harbor

BY WILLIAM C. WINSLOW

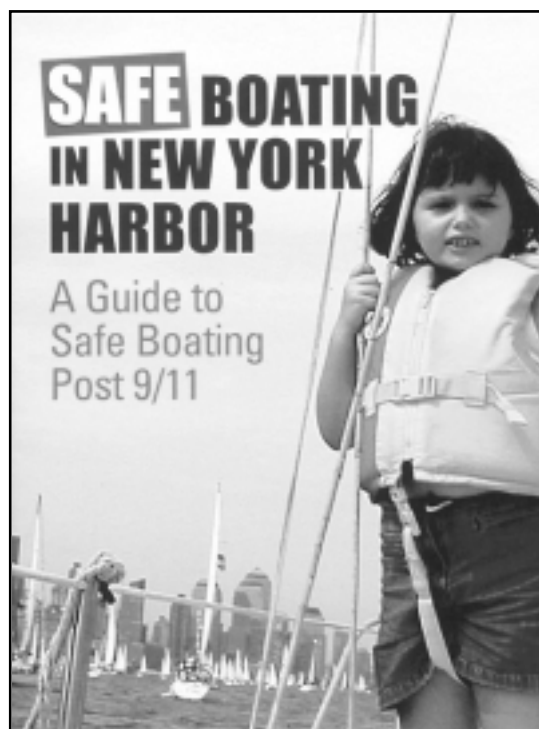
FSO-PA - District 1SR, Division 5, Flotilla 3

It's a fabulous setting with a view for which companies pay millions. The Coast Guard Marine Inspection Office building in New York City sits majestically on the water at the tip of Manhattan, overlooking New York harbor. This beautiful location is where Coast Guard Auxiliary Flotilla 5-3 holds its monthly meetings and boating courses. An added bonus is the nearby Staten Island ferry whose whistles are a real time experience for our students.

The MIO building also is less than a mile from Ground Zero. Members of our flotilla, one of the largest in the district, were devastated by the Sept. 11, 2001, attacks. While no members lost their lives, some had friends and colleagues who perished - one member barely survived, a few were left homeless and our meeting place was taken over for emergency use.

Like most New Yorkers, we struggled in the aftermath of the attack to make sense of it all - to pick up our lives and begin planning where we might fit into the new-world disorder. As adjuncts to the Coast Guard, we knew there would be a role for the Auxiliary. When the CG was transferred to the Department of Homeland Security and assigned important new security duties, it became readily apparent that the auxiliary, as a whole, would have a new task or niche. Exactly what that would mean for a local flotilla was yet to be determined.

The answer did not come like a bolt of lightning - it took a successful project, a commemorative event and a war threat to get the creative juices run-



Safe Boating booklet.

ning for three of our members; Leslie Brown, Kay Larson and Bill Winslow. The successful project was a short booklet, which we published a few years ago, *Tide Tables and Current Charts for New York Harbor*. The project could not have been completed without a grant that we received from the Boat/US Foundation. The book was a hit with canoeists, kayakers and small craft owners, and was distributed free to marinas, boat shops and marine supply stores. It showed us that the public was hungry for specific local information on safe boating.

The commemorative event occurred in September 2002 when the city hosted the Sail for America parade on the first anniversary of 9/11. Thousands of pleasure boats

poured into the 150 square miles that is New York Harbor. Then, toward the end of the year the threat of war with Iraq loomed ominously and government security alerts began to take on even greater meaning. Bill Winslow, Flotilla 5-3's FSO PA, reasoned, "New York Harbor is a fabulous place for recreational boaters. We're not going to let terrorists chase us off our own waters. No question, however, that security has changed the environment."

"Although the Auxiliary is not in the business of policing boaters," said Winslow, "We do have an educational mission to make boating safer and more fun. Let's publish a guide to safe boating in

New York Harbor - post 9/11."

Winslow shared his thoughts with two colleagues, Kay Larson, Division 5 SO-PA, (and the Auxiliary National Historian) and Leslie Brown, SO-PE, both of whom jumped at the chance to produce such a publication. "We were challenged by the security," Larson, says. "We didn't want to scare boaters, but we did want to reassure them. At the same time," she added, "we wanted to give them useful information and to reinforce the message that safe boating practices count now more than ever."

In the end, it was decided to publish a "how-to" booklet that would give boaters practical tips on how to enjoy their sport under changed conditions along with some common sense

In the end, it was de
boaters practical tip
along with some com



William Winslow FSO-PA 5-3, L

Photo by Meg Winslow

advice on being security-conscious. Winslow wrote the draft and shared it with his colleagues, who added, edited and edited. Both gold and silver chains of command approved the copy, with a minimal number of changes.

The next challenge was how to get the booklet printed and in color. The group reasoned that color was necessary to make the critical safety and Homeland Security information truly memorable. The flotilla leaders spread the word and a flotilla member found a printer, who he had done some business with, that was willing to do the job for free. "There we

NSBW 2003

BY HARRIET HOWARD, DVC-AP

The North American Safe Boating Campaign traveled far and wide in 2003 kicked off by National Safe Boating Week, May 17-23. Boating safety booths were set up throughout the districts and safe boating information was given to the boating public. National Safe Boating Week Proclamations were signed by governors, mayors and other dignitaries. At the marinas and launch ramps, vessel examiners conducted

vessel safety checks, urging boaters to "Boat Smart. Boat Safe!" Following are the highlights of this year's campaign.

In Canada, our neighbors across the border held a "Boater's Awareness Night" in Sault Ste. Marie, Ontario. Booths were set up by the Canadian Coast Guard Auxiliary and other marine organizations. A "Name the Mascot" contest was held to name a Polar Bear wearing a swimsuit and a life jacket. The winner was a young Inuit Eskimo girl who named the bear, "Pukta", which means, "to float".

1NR: Back in the states, Boston "Pops" conductor, Keith Lockhart, sang "Semper Paratus" to 32 Atlantic East Auxiliarists, including Mary Larson, National Vice Commodore, at the annual "Auxiliary Night at the Pops" event. The Auxiliary was well publicized for NSBW when members manned the phones at Channel 57's call-in auction in Springfield, from 2130-0100. NSBW Proclamations were obtained from the governors of Maine, Massachusetts, New Hampshire and Rhode Island.

1SR: The Auxiliary was well represented at the National Safe Boating Council's east coast NSBW kickoff at the Intrepid Air and Sea Museum in New York City. Auxiliarists set up a boating safety table and talked boating safety to the public. Coastie(r) was there for the big and little kids. "Fleet Week" was also held during NSBW and the Coast Guard and Auxiliary, as well as federal, state and local agencies, provided security for the "Fleet Week" parade of ships.

5NR: Delaware Governor Ruth Ann Minner and RADM, USCG, Sally Brice-O'Hara, attended "Boating Safety Day" at CG Station Indian River, Rehoboth Beach, DE, and signed a NSBW Proclamation. The Coast

Guard and Auxiliary participated in Search and Rescue demonstrations. Coastie(r) was a big draw there as well as at Penn's Landing, Philadelphia. Demos put on by the Philadelphia fireboat and the Coast Guard were covered by the media on Channels 6 and 17, Philadelphia.

5SR: Coastie(r) met RADM Sally Brice-O'Hara again at NSBW ceremonies at Sandy Point State Park in Maryland. At the "Boating Safety Show" in the Southport-Oak Island area in North Carolina, the little boating safety robot met his counterpart, "Joe Coastie", a 10-foot inflatable, at a local Wal-Mart. Governor Mark Warner of Virginia, Governor Thomas L. Ehrlich Jr. of Maryland and the mayors of many cities signed NSBW Proclamations. Publicity for NSBW included safe boating messages broadcast on NOAA weather radio in Wilmington, NC, a VSC spot on Channel 4, Washington, D.C., a public service announcement on WTVR-AM 1380 Radio, Richmond, VA and numerous news releases.

District 7: Throughout the district, from Georgia to the Virgin Islands, auxiliarists celebrated NSBW watchstanding at boating safety booths and conducting VSCs. A steel band attracted the public outside the Super Wal-

Mart in Spring Hill, Florida. The musicians, Auxiliarists Norma Karpiscak and Elsie Taylor, drummed up business for NSBW. In St. Thomas, Virgin Islands, hundreds of people lined the waterfront, toured the Coast Guard CUTTER CUSHING and the 47-foot MLB, and saw a simulated air/sea rescue. In Puerto Rico, seminars on boating safety topics were held and Coastie(r) greeted the kids.

8ER: Customers of the Nashville, Tennessee Electric Company found the NSBW campaign "Boat Safe" logo printed on their electric bills. The logo was also displayed on TV. John Whelan, DSO-PA 8ER, was interviewed on WDEF, Chattanooga and WTN in Nashville, discussing boating safety issues.

8CR: A boating safety fair was held in Rockport, Texas at the Wal-Mart parking lot. Auxiliary booths were set up and public safety facilities were on hand, including a Coast Guard helicopter, the SAFE Boat from Coast Guard Station Port Aransas and the MSO damage control unit.

8WR: In Little Rock, Arkansas, Auxiliarists Terry McKee and Stu Soffer did a 5-minute interview about boating safety and life jackets on

Channel 7 and the folks from Flotat 8 modeled PFDs on the show. The CGC KANAWHA, a 65-ft. river tender, gave public tours as part of NSBW activities and "Boating Safety Day" in Pine Bluff, Arkansas.

9ER: Auxiliarists in the Syracuse, New York area, once again held "Operation Flotation" for NSBW, supported by a major supermarket chain in Central New York. Boating safety displays were put up in 16 stores. Free ads for NSBW ran in their weekly circular reminding boaters to wear a life jacket. "Operation Flotation" media blitz with live and taped interviews on all news radio and TV news stations in Central New York. The *Syracuse Post Standard* printed an article on "Operation Flotation" entitled "It's Smart to be Safe."

9CR: VSCs were conducted at many boat shows and BOAT/US stores. Boating safety classes were taught in conjunction with the VE activities. The *Detroit Free Press* publicized NSBW by printing three articles about the event.

9WR: Through the efforts of Div 8, Cub Scouts in Northern Minnesota and Wisconsin attended a safe boating workshop at the TV station in Duluth, Minnesota. Weather permitting, the classes were carried out at local harbors. The Auxiliary also participated in the Armed Forces Day activities at the Navy Pier in Chicago.

11NR: California Governor, Gray Davis, signed a NSBW Proclamation which was presented at the "Sacramento Blitz" on May 17. Following the event, Coast Guard Station Rio Vista and Coast Guard Air Station San

Coast Guard Auxiliary and Honolulu Sunset Rotary donate life jackets

STORY AND PHOTOS
BY MAXINE CAVANAUGH
 DSO-PA D-14

HONOLULU—Philippine Consul-General, Rolando Gregorio, was presented with a life jacket by Edson S. Lott, III, USCG Auxiliary Ambassador to the Philippine Coast Guard Auxiliary (PCGA), during a meeting of the Honolulu Sunset Rotary Club at the Waikiki Yacht Club Thursday evening, May 15.

More than 100 new life jackets purchased by the Fourteenth District U.S. Coast Guard Auxiliary Flotilla 1-23 and the Honolulu Sunset Rotary Club have been donated to fishermen of Cuaming village on the island of Bohol in the Philippines. Many Cuaming villagers suffered extreme property damage in March 2002, when a tropical storm destroyed the village and claimed the lives of several villagers who had no life jackets. A mangrove barrier has since been built to help prevent future damage, but the completion of that project left the villagers with insufficient resources to buy life jackets.

Following the signing of a Memorandum of Agreement (MOA) in June 2000, Edson S. Lott, III was appointed as Ambassador to the PCG Auxiliary. The MOA, between the Commodore of the 14th District USCG Auxiliary and the Commodore of the 4th District Philippine Coast Guard (PCG) Auxiliary, pledged cooperation in mutually exchanging knowl-



Ed Lott presenting a PFD to the Philippine Consul General Roland Gregorio.

edge and expertise for the enhancement of the common goals of promoting boating safety, saving human lives and protecting the marine safety interests of the citizens of their respective countries.

As Auxiliary Ambassador, Lott traveled to the Philippines for the PCG Auxiliary convention in Boracay in October 2002. He became acquainted with CAPT Rachel Ocampo, Chief of Staff to the PCG Auxiliary Vice



Ed Lott and Rolando Gregorio e

Admiral Joselito Aseniero. Lott and Ocampo soon found that they had other mutual interests besides the PCG Auxiliary; they are both Rotarians.

After returning to Honolulu, Lott received a letter from Ocampo describing the plight of fishermen in Cuaming, a village on Bohol that was adopted. She requested the possible donation of used life jackets to help with the prevention of accidents at sea and the protection of the fishermen.

Lott presented the request to his flotilla and the Honolulu Sun-

Off with the old, on with the new

BY ED SWEENEY
BC-AIP, DSO-PA 11NR

Lifejackets, PFDs - whatever you want to call them, are responsible for saving countless lives. Most in the boating safety community would agree that lifejackets are the single most important safety device available to boaters and water enthusiasts. Yet many people, even today, are using life jackets that are 20, 30 and even 40 years old - well past their useful service life.

As part of an Operation BoatSmart initiative, Auxiliarists from Division 3-11NR teamed up with the California Department of Boating & Waterways (CADBW) to conduct a Life Jacket Exchange Program in the Sacramento, California area. The event was held during the last day of National Safe Boating Week, and served as a great way to promote the use of life jackets.

The California Department of Boating & Waterways, who actually procured the PFDs, sponsors the program; the Auxiliary assists by examining the life jackets brought in to determine if they are serviceable. Sam's Club Stores provides the venue, and KNCI, a Sacramento area radio station, helps promote the event and does live



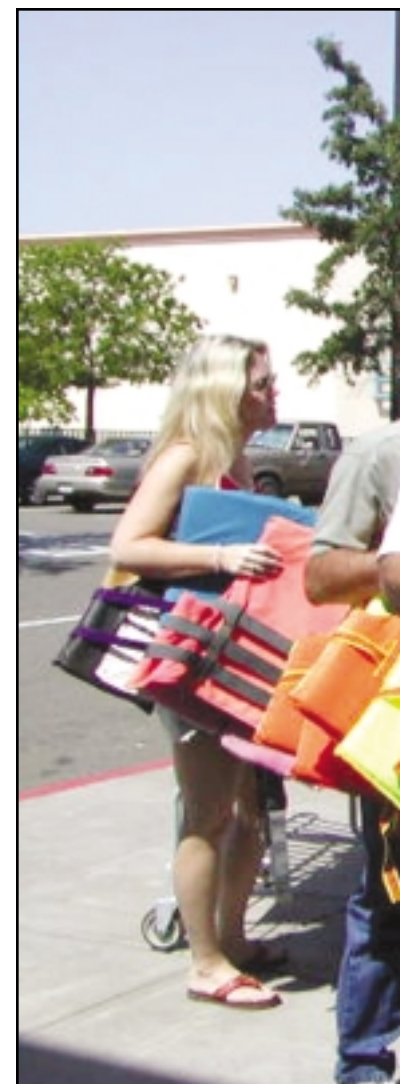
Ed Sweeney DSO-PA 11NR, demonstrates how to fit a life jacket on a child.

Photo by Harry McBain

a broadcast from one of the exchange locations.

Now in its second year, the program allows boaters and other water enthusiasts to bring in their life jackets to be examined by an Auxiliary Vessel Examiner or PE Instructor. If the

examiner determines that the life jacket is no longer serviceable, they exchange it for a brand new jacket of similar size. If the individuals have more than one unserviceable jacket, they receive discount coupons that can be used towards the purchase of new



Ed Sweeney DSO-PA examines

jackets at the Sam's Club location.

According to Davis Bogue, VC 11NR, "The Life Jacket Exchange Program is a fantastic opportunity to educate the public on the importance of wearing life jackets, and how to make sure they have a properly fitted life jacket. We also get to expose our other RBS programs, such as our Public Education classes and VSC Program. All in all, everybody comes out a winner."

This year, the number of locations was expanded to seven (from one location in 2002), and 350 new life jackets were pressed into service. In addition to examining life jackets, auxiliaries handed out safety literature and promoted upcoming boating safety classes and VSC stations.

Several other local radio and TV stations helped publicize the event. Interviews were conducted with auxiliaries on the importance of life jackets.



Auxiliarists off on training patrol. / **STORY ON PAGE 26**

Coast Guard Auxiliary Association, Inc.
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St. Louis, MO 63126

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