



**United States Coast Guard Auxiliary**

*America's Volunteer Lifesavers<sup>SM</sup>*

# Navigator

Vol. 30 No. 1 Spring 2003



It's about saving lives - any life.  
Mostly we succeed. Sometimes we  
don't no matter how hard we try.

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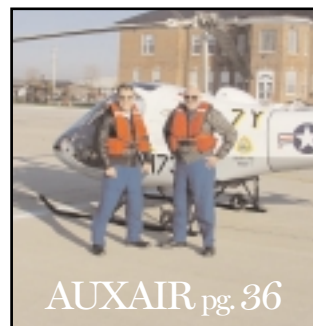
## ON THE COVER:

**Auxiliarists from the Upper Keys Flotilla (13-8) David and Linda Bickford, Richard and Lois Hughes, and Darrell and Doreen Scott assist volunteers from the Marine Mammal Conservancy in Key Largo with feeding a stranded adult male Pygmy Sperm Whale.** Photo by Jeremy Smith

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Send submissions to *Navigator* Editor, 112 Brook Terrace, Freemont, CA 94538 or e-mail to [mcewen3@pacbell.net](mailto:mcewen3@pacbell.net)

## 2003 EDITION DEADLINES

• SUMMER EDITION - MAY 15 • FALL EDITION - AUGUST 15 • WINTER EDITION - NOVEMBER 15 •

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## Navigator

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NAVIGATOR is an official informational and educational tool for the U.S. Coast Guard Auxiliary and is intended as a training vehicle and publication to keep the membership and the U.S. Coast Guard apprised of the activities of the Auxiliary.

Accordingly, all articles published in NAVIGATOR must be consistent with the stated policies of the U.S. Coast Guard and the U.S. Coast Guard Auxiliary. All articles and pictures submitted to NAVIGATOR become the property of the Coast Guard Auxiliary Association, Inc.

## 2003 CONTESTS

### National publications, photography and public affairs contests announced

The National Department of Marketing and Public Affairs announces its annual contests for Public Affairs, Publications and Photos for 2003. The deadline is June 1, 2003.

National Public Affairs Awards will be presented for the best district, division and flotilla projects. There are four basic categories: use of imagination and creativity, promoting the Auxiliary programs and Auxiliary image, attracting the attention of the media and the boating public and clarity of writing and ease of replication.

National Publication Awards: Flotilla and division newsletters must be 2002 district award winners. A letter from the DSO-PB must certify that the flotilla and division publications are the district winners. (DSOs-PB may submit their district publication along with the flotilla and division winners.)

#### Please send Public Affairs and Publication entries to:

*Lois Ann Hesser, BC-APC*  
11922 W. 12th Court  
Davie, FL 33325-3865

### Change in 2003 photo contest

There's a big change in the Department of Marketing and Public Affairs photo contest for 2003. The photo contest held by the Chief Director's Office in the past, has been combined into the A-Department's contest this year, expanding the number of categories for entries. Deadline for submittal is June 1, 2003.

National Photo Awards Criteria: Submit your best Auxiliary-related photo. (*It does not need to have been published.*) It may be black and white or color. Regardless of how the photo originated, (as a print, slide or digital photo), pictures must be submitted as prints.

There are six categories for judging: Fellowship, Marine Safety, Member Services, Operations, Public Education and Vessel Examinations. Please indicate the category of your submission. Also, please write the identifying information- who, when, what, where, on a label and affix the label to the back of the photo.

Winners in each of the six categories are eligible for first, second or third place certificate. A plaque will be given for the "Best of Show" photo.

#### Please send Photo Entries to:

*Harriet Howard, DVC-AP*  
15323 Hayford St.  
La Mirada, CA 90638-5315

## NATIONAL CALENDAR

### 2003

#### NATIONAL CONFERENCE

August 29 – 31  
Gaylord Opryland  
Resort and  
Convention Center,  
Nashville, TN

### 2004

#### NATIONAL TRAINING CONFERENCE

January 23 – 25  
Renaissance Hotel,  
St. Louis, MO.

#### NATIONAL CONFERENCE

TBD (Pacific Area)

### 2005

#### NATIONAL TRAINING CONFERENCE

January 28 – 30  
TBD

#### NATIONAL CONFERENCE

September 1 – 3  
Rosen Center Hotel,  
Orlando, FL.

# George Keefer gets his 'crown jewel,' Qualifies as Officer of the Deck



**George Keefer walking out on an ice ridge during duty on the USCG Cutter Bristol Bay.**

**By Chris Maurer, BC-AIA**  
NATIONAL PRESS CORPS

"Helmsman, left standard rudder, steady up on course 320," said the Officer of the Deck of the 140 foot US Coast Guard Cutter Bristol Bay.

"Left standard rudder, steady up course 320, aye," replied the Seaman Apprentice, as he turned the black hulled ship onto the next leg of its buoy-tending run.

The man in charge of the bridge that afternoon wore no officer devices on his collar, but the silver and blue crossed anchors of the Coast Guard Auxiliary. George Keefer is one of only a handful of Auxiliarists in the entire country certified as Officer of the Deck Underway (OOD) and the only Auxiliarist known to be awarded the prestigious Coast Guard Cutterman's pin.

"It's a lot of responsibility," said the retired educator, "The OOD is the direct representative running the ship for the Captain. On the bridge, he's responsible

for the safety of the ship."

The duties of an OOD include supervising the bridge crew, giving helm commands, controlling the throttle and keeping an eye on the trackline on the chart.

"It's a boyhood dream come true," Keefer said with a smile. "As a kid, I had aspirations of being a ship's captain when I grew up. This is the closest I'll ever get to that."

Keefer's early love affair with the sea was put on hold for more than two decades while he pursued a career in teaching, started a family, and enlisted in the Army Reserve.

"For someone who loves boating so much, I have no idea why I joined a land based military service," the retired Army Reserve captain laughed, "If I had to do it all over again, I would have gone into the Coast Guard. I wish I had known about it back then, because I probably would have made a career out of it."

Just 19 years ago, Keefer discovered the Coast Guard Auxiliary. Little did he know that he was about to fulfill his

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"I remember the first time I stepped on the Bristol Bay just seven years ago. I knew it was about to become my second home. I remember thinking to myself, 'What an incredible opportunity! These are things we teach in PE and in boat crew training but on a much grander scale.'"



**George Keefer, on the bridge of the USCG Cutter Bristol Bay, is the Rear Commodore for the 9th Central Region, Division Chief Training Support in the Training Department, SO-IS for Division 17-9 Central, and Member Training Officer for Flotilla 17-05.**

childhood fantasy.

"I remember the first time I stepped on the Bristol Bay just seven years ago," he said, "I knew it was about to become my second home. I remember thinking to myself, 'What an incredible opportunity! These are things we teach in PE and in boat crew training but on a much grander scale.'"

Keefer worked his way up from Inport Watchstander to Quartermaster of the Watch. He learned how to take bearings, steer the ship, and work on the buoy deck. Once a week, Keefer tirelessly made the 200 mile round trip drive from his home in Concord, Michigan to Detroit.

Soon, the crew began to become more dependent on Keefer, considering him not an Auxiliarist, but one of their own.

"I'm not treated any differently that I can notice," he said, "They welcomed

me and accepted me as part of the crew. Whenever I wanted to learn something, they've always been willing to do whatever they can to help me with it."

Over the next few years, the crown jewel of OOD was starting to become within reach.

"It took me a couple of years to get my qualifications for OOD," he remarked, "I had a long list of tasks to complete."

Some of those tasks included demonstrating ship handling and underway procedures, passing the Coast Guard's navigation rules test, being familiar with all the parts of the cutter, knowing damage control procedures, and being able to complete specified engineering duties.

"The first time I took over as OOD I felt very proud of myself. To me, that was the crowning achievement of my time in the Auxiliary. I knew it was something few others would ever accomplish."

## HOW YOU CAN AUGMENT ON A CUTTER

- Call the Coast Guard Station nearest you and find out the phone numbers for the cutters in your area. Ask the COs if they would be interested in Auxiliary help. OR Contact the Auxiliarist's Operation Training Officer
- Read the Coast Guardsman's Manual to get up to speed on customs and courtesies
- Keep a helpful attitude and be open to learning. The military often does things differently than you may do on your recreational boat.

# People - our most important asset



COMMODORE  
E. W. (BILL)  
EDGERTON

NATIONAL  
COMMODORE



This is the first of three articles in which I will address individually the 3Ps - People, Professionalism and Processes that I introduced with the National Goals for 2003 - 2004. My intent is, by doing so, to give you a clear understanding of where we need to go, how to get there and what we'll do when we get there.

People are our most important asset. If we fail to take care of our people, our members, then we will not have the capability to perform the programs and/or missions that we are committed to as Auxiliaries.


**Recruit** - We must ensure that we recruit quality individuals interested in participating and/or supporting our programs and missions. These individuals need to have the talents and/or skills that can make a positive contribution either as individuals or as members of a team or the Flotilla. Above all they must have a positive interest in serving the Coast Guard Auxiliary, the Coast Guard and the Nation.

**Respect** - We must respect the individual and what they bring to the

organization while also honoring the diversity that each member brings with them. We must also recognize their reasons for joining and manage their expectation(s) by ensuring that the designated mentor facilitates those expectations. The appropriate training must be provided in a timely and convenient manner. The mentor must assist the member in obtaining the qualifications that they want/need to meet their expectations and ensure that certification requirements are understood and are maintained.

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Respect - We must respect the individual and what they bring to the organization while also honoring the diversity that each member brings with them.



**Recognize** - The accomplishments/activities of the members must be appropriately recognized in a timely fashion on an individual basis or during meetings. This recognition may be informal or formal as the situation warrants. The rewards can be very significant.

**Retain** - A little extra effort to rekindle the interest that brought the older members into the organization originally can often yield tremendous positive results. The older members have developed skills and have had training that may have gotten a little rusty. However, with a little encouragement these could be polished and brought to bear in helping meet some of the evolving needs for Auxiliary support.

**Ensure Alignment** - Provide training in the Auxiliary's proud history and traditions, the Flotilla's history and significant milestones and the proper wearing of appropriate uniforms. This training will assist the member in identifying with the organization and developing a pride in being part of the Auxiliary.

**Accountability** - As part of the indoctrination and continued training programs ensure that the members are aware that, through their oath of membership, they are accountable for their

actions. They must also understand that those actions reflect not only on the Coast Guard Auxiliary but on the Coast Guard itself as the parent organization.

Why does the Auxiliary need to grow to a membership of 40,000 by the end of 2004? No, the answer is not, as many may think, because National wants to get more money. As we and the Coast Guard settled into the "new normalcy" our level of activity has been elevated. If we have to surge to MARSEC 2 and/or MARSEC 3 our levels of activity/demands/needs for increased support will increase significantly. As we are integrated into the Coast Guard OPORDs and OPLANs we are making commitments (which must be honored and sustained). We must also ensure that we have to capacity to sustain/increase planned levels of activity in the RBS arena. To accomplish this we must have additional members to meet the requirements for trained, qualified and certified members. The coxswain/pilot that is also an instructor and vessel examiner may not be able to support more than one program/activity. Therefore, additional trained, dedicated and motivated members are needed to ensure sustainability.

# Marine Domain Awareness and Homeland Security

You're the one who will make a difference



COMMODORE

GENE M.  
SEIBERT

NATIONAL VICE  
COMMODORE  
CHIEF OF STAFF



**T**he Coast Guard Auxiliary became part of the new Department of Homeland Security (DHS) March 1, 2003. As the lead volunteer organization in the department, we have some unique responsibilities.

Our Homeland Security (HLS) Transition Team is defining our role in the new department. Part of the plan is already in place through the Operation Patriot Readiness Program - Phases I & II, in which we have inventoried our members' capabilities, operational readiness and availability.

As you train, develop and grow in the Auxiliary, keep your capabilities inventory up-to-date. We need to know your personal capabilities as well as assets offered in support of the HLS, which will take these capabilities and recast them into a deployment plan that will support the Coast Guard. Our support will be tailored to the needs of the Coast Guard on an ongoing basis, allowing our continuation as a force multiplier to their role. Specifics of this deployment plan will be outlined in Operation Patriot Readiness - Phase III Execution & Deployment. This phase will provide general outlines for identifying potential threat areas/sites and matching Auxiliary

resources to them. You will learn more of Phase III during the balance of this year.

Additionally, we will stand ready to provide "surge force" capability during times of special need, as we did in the months following the Sept. 11 attacks. The Auxiliary role is now greater than "Team Coast Guard"; we are considered an integral part of "Coast Guard Forces".

A critical part of the HLS plan is Maritime Domain Awareness (MDA). The terrorist threat is viewed as coming from land, sea, or air. The land threat is manageable through our border security and the air threat has undergone great analysis and revision in the last 18 months.

The maritime threat is much more difficult to identify and secure because the large volume of surface transportation in the maritime domain compounds it. Hazardous materials and the difficulty in regulating container traffic complicate it even more. MDA involves a grass



roots effort to secure our ports, harbors and waterways by enhancing everyone's awareness of the activities taking place in the maritime domain. Most mariners know instinctively when these activities are normal and routine.

We will be asking our members, recreational boaters, and commercial operators to be vigilant and report any unusual activities or situations they detect on or near the water. This program will be administered through our traditional recreational boating safety (RBS) missions of public education, vessel safety checks and marine dealer visits; as well as our operational multi-mission patrols, operational support and watchstanding; and our marine safety activities and public affairs.

The implementation of the MDA program requires each of you to identify opportunities to implement the program in your specific area of responsibility.

To be effective, MDA must be applied port by port, station by station, waterway by waterway. It will not happen at the national or district level; it must be discussed and implemented by our members at the division, flotilla, and individual member level. Consider seriously our responsibilities for MDA as you implement your 2003 boating season programs. In Coast Guard terms, this is an "all hands evolution". We must all be "sensors". We must all contribute to the new Maritime Security "profile".

Our goals are awareness and detection, prevention and deterrence. We want to use our core competencies in a layered operation to

push our maritime boundaries outward.

Special Coast Guard teams in each major port area will analyze information collected through the MDA program. This information is a form of intelligence and while each piece of information may seem insignificant on its own, together this information can take on a greater meaning as part of a pattern or progression of activity, like a piece of a complex jigsaw puzzle. Knowing this, you can appreciate the importance of prompt and accurate reporting in the MDA program.

Readiness is another critical part of our HLS Plan. All of the resources in the world will do us no good if they are not ready to be deployed. We would like to position our resources in a strong BRAVO status, which means they are ready to go at any time.

As an end product of the Auxiliary's "Operational Patriot Readiness - Operational Order", each flotilla and division should have or be in the process of developing its Ready Response Plan. Correspondingly, each member should know his or her responsibilities under the plan. General instructions for forming Flotilla, Division and District Ready Response Plans will be announced shortly as part of Operation Patriot Readiness - Phase III. This will allow for consistency amongst the plans. Furthermore, elected officers of each unit should appoint a Ready Response Team, including key staff officers, to develop and implement your unit's plan.

In early February, the President

elevated our nation's security level to a Code Orange level of awareness. Whenever a security threat is detected, we in the Coast Guard Forces will need to be aware of our role. We will translate the state of readiness into three scaleable Maritime Security (MARSEC) postures: MARSEC 1 - New normalcy; MARSEC 2 - Heightened risk; and MARSEC 3 - Incident imminent. Ensure that all of our members are aware of their responsibilities within each of these states of readiness.

As Auxiliary members, we have a wide variety of skills and experience that enable us to be especially effective in MDA and Ready Response. These are called core competencies and include our ability to contribute in RBS missions, surface operations, on the water, in our versatile Auxiliary aviation programs and in the many augmentation tasks, we assume.

Core competencies complete the circle in our plan by applying our capabilities defined in Operation Patriot Readiness to the MDA and Ready Response activities, which are so important in our new role.

There are actually two parts to our plan. First is business as usual - traditional RBS missions with a heavy measure of MDA infused, standard multi-mission patrols and support, backfill and low risk augmentation. Second is our ability to surge as a force multiplier in support of Coast Guard Forces.

Think of them as two sides of the same coin. You are the one who will make a difference in our ability to implement this plan.

Semper Paratus!

# The recreational boater and homeland security



COMMODORE  
WARREN E.  
McADAMS

NATIONAL  
DIRECTORATE  
COMMODORE  
FOR RECREATIONAL  
BOATING SAFETY



As homeland security plans are developed, a completely new field of terminology has emerged. Some of the terms are used in what I want to discuss here but I am sure we will be exposed to many more.

As the Coast Guard works to integrate expanded homeland security issues into its domain, the missions for active duty, reserves and Auxiliary must be flexed to accommodate some new or intensified missions. As one might expect, there is an enormous impact on the Operations and Marine Safety programs. All existing missions must be examined and modified to accommodate the pervasive security issues that are part of today's realities.

However, what about Recreational Boating Safety missions? What, if any, impact is there on our other traditional mission areas? The answer, in part, is that there is a huge need for involvement from the public sector, which includes the recreational boaters that we serve.

The task to upgrade the capabilities of

all elements of the Coast Guard family is formidable; but we must also find ways to receive help and support from members of the general public.

The good news is we have 13 million recreational boats and over seventy million boaters on our waterways that can lend a helping hand.

All we have to do is motivate and train recreational boaters and they can make a valuable contribution to maritime homeland security. For most boaters the motivations are already there and they just want to know how they can help. This is where the Auxiliary plays a vital role. We have the programs and the means to reach out and carry the messages to the public sector.

In addition to promoting recreational boating safety, our programs now must include ways to enhance maritime

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The boating public, with its knowledge of normal local conditions, has the eyes and ears to observe and identify peculiar activities on and around the nation's waterways.



domain awareness.

The boating public, with its knowledge of normal local conditions, has the eyes and ears to observe and identify peculiar activities on and around the nation's waterways. Just as residents in many neighborhoods are trained to participate in neighborhood watch programs, we have an opportunity to create the same kind of awareness skills among recreational boaters.

Through our Public Education, Vessel Examination and Marine dealer Visitor programs, we can use multiple avenues to get the word out on how to become involved in homeland security efforts.

For some time the Education Department has offered a short teaching module that covers the basics of maritime homeland security. As Auxiliary Maritime Homeland Security plans evolve, this awareness module will be refined and expanded. If, as anticipated, more direct public involvement such as waterways watch programs are developed, additional teaching modules will be created. It should be noted that the existing awareness module is acceptable for boating safety classes and general public forums. As future modules are developed, more refined presentations for both safety classes and general forums will be available.

The Vessel Examination program also

got involved at an early stage. With the advent of Naval Vessel Protection Zones, Vessel Examiners were asked to discuss general and local restrictions around naval vessels, commercial vessels and commercial port facilities. Not only did this passing of information perform a valuable public service, this helpful advice increased the creditability of our Examiners.

The Marine Dealer Visitor program provides a unique opportunity to put the information out there where the public may access it. Boaters, and any other members of the public that peruse a literature display placed by MDV, may pick up valuable tips on homeland security. In addition, brochures developed for MDV should be popular items at boat shows and PA booths.

None of this diminishes the importance of boating safety education, vessel equipment safety or marine dealer contacts. The subjects of Maritime Domain Awareness and Maritime Homeland Security add necessary additional chapters or scope to our recreational boating safety missions. We have pushed the theme that safe boaters can have more fun.

Now, we can also give them information on how to contribute to local and national security.

# Atlantic East meets operational demands



COMMODORE  
MARY  
LARSON  
NATIONAL VICE  
COMMODORE  
ATLANTIC EAST



**O**n 1 March, our organization ended a chapter in our history, and began a new one. as we moved with the Coast Guard into a new department, — and a new era.

As the Coast Guard became a first tier agency in our government, the Auxiliary became the nation's premiere volunteer organization. The responsibilities of the Coast Guard changed, and ours will too.

In a recent ALCOAST message, Vice Admiral Thad Allen spoke of the unprecedented operational demands on the Coast Guard, noting that Secretary Ridge has publicly recognized this excellence. In the Atlantic East, members have seen this operational demand and as members of Coast Guard Forces, are doing our part to meet it.

In spite of record-setting cold temperatures, members in the First District, both Northern and Southern, have kept some surface facilities in the water and additional ones at a rapid response level. All of us have seen the weather reports. When the temperatures hover around zero with strong winds and heavy snow-falls this is a tremendous achievement.

Members in Fifth Northern and Southern have seen their share of cold

and snow also, — like the First District, they have continued to provide support. In the Seventh, surface facilities have increased their time on the water to backfill and augment as Coast Guard assets were reassigned to other ports.

In addition to operational work, we have not forgotten traditional missions, and the need to continue training for elected and appointed officers. All five districts in this area have approached this training in different ways. First Northern offered the LAMS course at their January conference. First Southern conducted a leadership academy. Fifth Northern held training sessions for both appointed and elected officers in different geographic areas, — drawing large crowds at each. Fifth Southern offered leadership training.

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In spite of record-setting cold temperatures, members in the First District, both Northern and Southern, have kept some surface facilities in the water and additional ones at a rapid response level.



Seventh provided sessions on the “nuts and bolts” of management to elected officers in various parts of the district. There is a growing awareness of the fact that the future well being of our organization is dependent on standardized training for officers at all levels.

Along with the move into the new department comes increased public attention on the Coast Guard. This could provide the Auxiliary with an opportunity for public relations and public affairs appearances even more important than in the past.

We need recognition as the outstanding volunteer organization that we are. As just one example of a flotilla which took advantage of an opportunity, — members of one unit in Fifth Southern carried out a campaign to provide funds for toys at Christmas.

The campaign was sponsored by a local radio station and their efforts to collect toys won them “air time” to talk about the Auxiliary and safe boating. This not only gave them a chance to advertise the Auxiliary, but to demonstrate an interest in their community

and civic efforts.

Since the focus of the Coast Guard turns increasingly to maritime domain awareness, we will have to take on much of the work with Operation BoatSmart. Members in the Atlantic East will continue to find ways to partner with other agencies to spread the safe boating message in the coming months. This should provide another way to spotlight the Auxiliary and our many roles in the maritime community. Our efforts with the public are another way to assist the active side. Every boater we can reach on land could be one less that the Coast Guard has to go out and rescue.

One final, sad, note members of First Northern lost Ed MacKenzie, District Commodore in February. A measure of the respect and affection from members of both the Auxiliary and active Coast Guard was seen at his memorial service and his funeral when the rooms were filled to overflowing by those of us who came to say, “farewell.” Ed will be missed by all of us who knew and worked with him.

# Serving the members



COMMODORE  
CHARLES G.  
"TONY"  
MORRIS  
NATIONAL  
DIRECTORATE  
COMMODORE  
MEMBER SERVICE



**T**he Member Services Directorate, by definition, exists to serve the members and the other directorates. With that in mind, we are focusing our efforts on three areas:

## **GROWING THE MEMBERSHIP**

Membership is rising. From a low of 32,780 at the end of 1998 we now have more than 35,000 members. The evidence is clear that the attacks on 9/11 continue to stir a strong sense of patriotism and desire to serve, among those in the boating community and among those who have no knowledge of boating. We must aggressively and creatively tap into that pool of potential volunteers. We have a tremendous potential to grow, not only in numbers but also in the demographics of our membership.

Through targeted recruiting, we will reach out to new sources of volunteers who have not been effectively reached in the past. We will recruit specifically for missions, both traditional and non-traditional, identifying good sources of people who are interested, qualified and willing to perform those specific missions. In turn that will not only increase the numbers of members but it will also greatly diversify our membership skills and thus our ability to perform all our missions.

We have created a new Diversity Division within the Personnel Department and have created an optional ADSO-PS position at the district level dedicated to diversity management. That should bring diversity manage-

ment clearly within the purview of Personnel Services officers at the local level and allow us more effectively to recruit and retain a more diverse membership.

## **Improving communication**

Communication both within and outside the Auxiliary needs serious attention. We are not as effective as we should be at getting our message out to the public. For too long we have been calling ourselves "The best kept secret." And your comments on the recent Members' Survey made it clear that formal communication within our ranks continues to be less effective than it should be.

In the Public Affairs arena we are proposing new initiatives for communicating with the outside world including an aggressive training program for PA officers as well as recruitment efforts directed specifically at people with interest and expertise in public affairs. We will continue to work closely with and provide full support to the Strategic Marketing Committee to more effectively market the Auxiliary. And we will be revamping our public website to ensure that it provides to the public the kind of information the Auxiliary should be providing and that it presents the kind of image that the Auxiliary deserves.

Within the Auxiliary, formal communication depends heavily on publications. We will propose an aggressive training program for PB officers comparable to what we are proposing for PA officers and supplement that with recruitment efforts directed specifically at those with expertise and interest in desktop publishing. We will review and evaluate all existing publications with an eye toward improving communications. At the same time we will actively explore other vehicles for communication within the Auxiliary. The Long-Range Planning Committee has offered a number of creative suggestions for ensuring more effective communication at all levels (especially for those without access to the Internet) and I intend to pursue their recommendations aggressively. The national Executive Committee has also approved in principle the reopening of the CGAUXWEB Members' Forum in a modified format; by the time you read this, I hope the Forum will be back in operation as a source of information.

### **Improving and expanding member training**

In part member training needs are determined by programs in other departments (top down), but in part they must also be determined by member preferences (bottom up). A question

was added to the 2002 online member survey (See page 17) asking you to identify areas in which they would like to receive training from the Auxiliary that is not now offered. More than 400 of you took the opportunity to share your thoughts for which I am grateful. I read every comment, as did the national Chief of Staff and the National Commodore. Those results are being used to identify areas where additional training opportunities should be explored:

- **FIRST AID TRAINING.** You have voiced a strong interest in having more first aid training (basic first aid, CPR, first responder) and we are responding to that. We have created a new Health and Safety Division within the Training Department that will focus on providing more training in this area and bringing forth proposals to obtain appropriate training from those organizations such as the Red Cross that are qualified to provide it.
- **HOMELAND SECURITY.** You also voiced strong interest in more training related to homeland security, harbor patrols, emergency preparedness, etc. As our new Homeland

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SEE **MEMBERS** PG. 16

## MEMBERS

continued from page 15

Security mission becomes more clearly identified, new opportunities for member training will arise - some originating in the Training Department, some in other departments. We are committed to close cooperation and communication with other departments regardless of where the primary responsibility lies.

- **AUXDATA/AUXINFO.** You indicated a strong interest in more training relevant to AUXDATA and AUXINFO. That training is already underway and will be expanded. In addition, the National Commodore has tasked a group with bringing forward specific recommendations on ways to significantly reduce and simplify paperwork for all our members.
- **MARINE SAFETY AND ENVIRONMENTAL PROTECTION.**

The new MSEP orientation course is now available, and work is underway on an AUXMEP course. Trident....

One additional message came through loud and clear in your comments: member training must be offered in flexible ways. Week-long schools and weekday training simply don't work for many of you, while for others weeknight and weekend courses don't work. We will be encouraging cross-flotilla and cross-division training as one way of increasing the variety of training opportunities that are available. I have urged your District Commodores to ensure that training is offered at a variety of times and in a variety of places. And finally

we are significantly expanding distance learning and electronic testing opportunities to take advantage of new technologies and to ensure that member training and mentoring are available 24/7 to those members with access to the Internet.

Member critiques of existing training courses are also being solicited in order to identify areas where improvements can be made in the existing training programs.

And as members increasingly turn to supporting the Coast Guard in its homeland security missions, we are more closely aligning member training with active duty training so that the gold side will have a clearer idea of what our members bring by way of training.

We are continuing the ambitious Leadership Continuum which ensures a series of leadership training experiences for elected leaders starting with Flotilla Commanders (AUXLAM), continuing with Division Captains (AMLOC) and wrapping up with Vice Commodores (ASOC). With welcome support from the Coast Guard, we are offering the full range of courses this year and will continue to do so in order to ensure that every elected leader has received appropriate training for their office.

As we move forward to meet the new challenges that will be facing us, I very much welcome your ideas about how we can most effectively serve your needs. I can be reached by e-mail at [tmorris@umich.edu](mailto:tmorris@umich.edu) or by surface mail at: 827 Asa Gray Drive #459, Ann Arbor, MI 48105 Please don't hesitate to contact me — I am looking forward to hearing from you.



# 2002 Member Survey Results

By Tom Mallison, IPDC-P

**O**n 1 March, our organization ended a chapter in our history, and began a new one, as we moved with the Coast Guard into a new department, — and a new era.

As the Coast Guard became a first tier agency in our government, the Auxiliary became the nation's premiere volunteer organization. The responsibilities of the Coast Guard changed, and ours will too.

The 2002 Member Survey was completed at the end of 2002. The methodology of collecting the data is the same as the 2001 survey. We collected responses from those who completed the survey on the AUXWEB and combined them with the questionnaires returned to the AUXCEN that were distributed in the Fall 2002 Navigator. Nearly 98% of the respondents this year indicate they have access to a computer for personal use. Electronic responses were received from about 94% of 2002 respondents, compared with 92% of the 2001 respondents. Prior to 2001, all responses were submitted in written form, so when comparing the last two surveys with the first three surveys, this possible sampling of different segments of the Auxiliary population (computer users vs non-users) should be kept in mind. We did test and found a high correlation of the responses between these two groups, however.

The survey has a demographic section

and an opinion section. The opinion data is calibrated by weighting the responses. A value of 100 was assigned to a response of "Strongly Agree," 75% to "Agree," 50% to "Neither Agree nor Disagree," 25% to "Disagree," and 0% to "Strongly Disagree." Respondents who answered "Have No Knowledge" to a question, or failed to provide any response, were not included in the scoring for that particular question. Using this method of weighting, a score of 75% or higher indicates general effectiveness in that area, and a score below 75% indicates we are below the targeted level of goodness.

Demographic information this year compares very favorably with that recorded during the 2001 survey. The average age of respondents this year is about 58, and the average years of service is just over 8 years. The average age continues to come down, as do the num-

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SEE **SURVEY** PG. 19

# DEMOGRAPHICS OF ANNUAL SURVEY RESPONDENTS

YEARS A MEMBER	0-1 9.3%	1-2 17.8%	3-5 22.0%	6-8 14.3%	9-10 6.0%	11-15 12.7%	16-20 6.6%	21+ 10.9%
GENDER	MALE 85.6%	FEMALE 12.8%						
CURRENT QUALIFICATIONS	IT 49.8%	MI 14.4%	VE 51.1%	MV 18.5%	CFVE 3.3%	CREW 45.7%	COXSWAIN 37.2%	
	PILOT 2.1%	OBSERVER 5.1%	AUXOP 22.5%	ATON 18.0%	ELECTED OFFICER 37.4%			
TYPE OF BOAT OWNED	POWER 58.1%	SAIL 9.1%	PWC 1.1%	NONE 30.1%				
LENGTH OF BOAT	< 16' 3.3%	16-25' 38.8%	OVER 25' 26.5%	NONE 26.2%				
TYPE OF AIRCRAFT OWNED	SINGLE ENGINE 1.6%	MULTI ENGINE 0.5%	NONE 80.2%					
PERSONAL ANNUAL AUX EXPENSES	< \$500 38.5%	\$500-2K 44.9%	\$2K-5K 11.7%	> \$5K 2.5%				
AGE	17-25 0.8%	26-35 3.7%	36-45 11.6%	46-55 23.4%	56-65 31.3%	66-80 27.1%	OVER 80 1.6%	
ETHNICITY	BLACK 0.7%	HISPANIC 1.6%	AMERICAN INDIAN 0.6%	ASIAN/PACIFIC IS. 0.5%	CAUCASIAN 93.8%	OTHER 1.1%		
EDUCATION	LESS THAN HS 0.5%	HS OR GED 8.3%	SOME COLLEGE 27.1%	AA/AS 10.4%	BA/BS 28.2%	MASTERS 18.2%	PHD 6.7%	
EMPLOYMENT STATUS	SELF-EMPLOYED 13.7%	OTHERWISE EMPLOYED 39.4%	RETIRED 43.5%	UN-EMPLOYED 2.1%				
ANNUAL INCOME	< \$25K 9.9%	\$25-50K 30.0%	\$50-100K 39.0%	> \$100K 13.8%				
OWN MARINE VHF/FM RADIO	YES 79.9%	NO 18.9%						
MILITARY EXPERIENCE	REGULAR 44.7%	RESERVE 11.4%	NONE 43.2%					
OWN/ACCESS TO COMPUTER	YES 97.6%	NO 1.8%						
HAVE ACCESS TO INTERNET	YES 96.7%	NO 2.8%						

NOTE: Percentages shown in the above table represent the percentage of a particular response to the total number of questionnaires returned. Percentages do not always total 100% for a question, because responding members did not always provide a response to every question.

## SURVEY

continued from page 17

ber of years of service. That is to be expected because of the dramatic increase in total membership from 32,950 to 35,375 over the last two years. Thanks to Jim Montgomery, DVC-PR, for leadership in the recruiting effort, and thanks to recruiters at the flotilla level who made it happen. BZ

The overall opinions of our members continue to be less favorable than in previous years. In our first year, 7 of 21 questions (33%) were above the 75% favorable target. This year only 3 of 29 questions (10%) were above 75%. The respondents were particularly critical of training. We observe a significant downward trend from general satisfaction with training related questions in the early survey years to scores consis-

tently below 75% in the last two surveys. As we assimilate the over 2,000 new members we gained in the last two years, training assumes a role of paramount importance to maintain member satisfaction by delivering the training our new members expected to receive when they signed on.

Increased computer and internet utilization since our first survey have given unparalleled ability for the leadership to communicate with our members. It is disappointing to note that there is a decreased trend in communications-related satisfaction in all communications-related issues except information provided from the national level via electronic communications. The level of satisfaction with electronic communications from national, though, is well below the 75% level, and respondents indicate electronic communi-

cations on AUXWEB tend not to be discussed at flotilla meetings.

There is a lot more to communicating with our members than forwarding an email and pushing the "send" button. Respondents indicate we need to improve our member communications by the spoken word in meetings, on the phone, and in face to face conversation. We need to improve as well in written communications in newsletters and magazines. Our members recognize the need for good communications, but it is evident they do not believe they are receiving the latest word from our leadership at any level.

The Member Survey provides valuable insight into the opinions of our members. As leaders, it is incumbent upon us to study the opinions provided by respondents and use them to make a better Auxiliary for us all.

## OPINIONS OF ANNUAL SURVEY RESPONDENTS

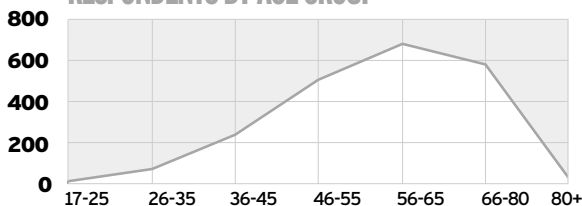
	2002	2001	1999	1998	1997
I am satisfied with the missions in which I am active.	72.1	70.7	78.1	78.0	77.0
The Auxiliary provides good training for its programs.	72.9	69.2	78.6	79.0	76.8
My flotilla offers organized training programs.	68.2	65.0	77.0	76.9	74.6
The training I want has been made available to me.	70.1	68.3	78.0	78.0	78.1
I am very satisfied with our training program.	61.9	58.5	72.4	72.3	71.7
My flotilla has good fellowship among its members.	74.5	72.1	82.0	81.7	80.0
My flotilla has planned fellowship events.	74.2	71.7	79.8	80.6	78.6
My flotilla has jobs available for all of our members.	75.2	74.4	80.8	82.4	79.2
My flotilla is involved in other missions besides traditional missions of VE, OP & IT.	69.4	67.3	75.0	74.2	73.8
My flotilla actively encourages involvement of all members.	76.9	74.4	81.8	80.9	79.4
My flotilla publishes a good newsletter.	59.6	61.3	71.9	73.9	69.6
My flotilla has interesting and worthwhile meetings.	63.8	62.1	73.8	75.3	71.7

OPINION SURVEY CONTINUES ON PG. 20

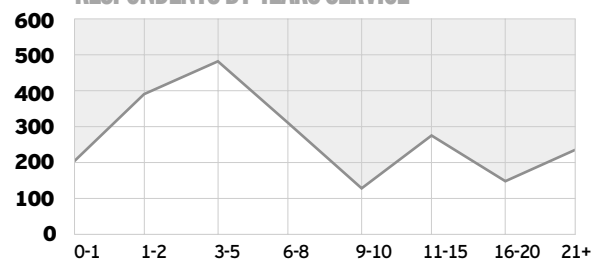
## OPINIONS OF ANNUAL SURVEY RESPONDENTS

	2002	2001	1999	1998	1997
My flotilla staff keeps the membership informed.	<b>68.3</b>	<b>65.6</b>	<b>76.0</b>	<b>75.8</b>	<b>73.4</b>
All members have an opportunity to be involved in our flotilla business.	<b>77.4</b>	<b>76.8</b>	<b>81.9</b>	<b>82.5</b>	<b>56.5</b>
Information from my division is timely and accurate.	<b>62.5</b>	<b>59.3</b>	<b>66.1</b>	<b>67.4</b>	<b>56.3</b>
Information from my district is timely and accurate.	<b>57.3</b>	<b>54.4</b>	<b>61.2</b>	<b>61.3</b>	<b>59.0</b>
Members in my flotilla get good information from national.	<b>55.4</b>	<b>52.8</b>	<b>58.6</b>	<b>60.7</b>	<b>56.3</b>
* Via electronic communication.	<b>64.9</b>	<b>60.4</b>	<b>60.5</b>	<b>59.0</b>	<b>NA</b>
* Via verbal reports by FC or others.	<b>59.3</b>	<b>58.0</b>	<b>65.5</b>	<b>67.3</b>	<b>NA</b>
*Via written summaries in magazines, newsletters or mailings.	<b>59.8</b>	<b>58.1</b>	<b>64.9</b>	<b>65.8</b>	<b>NA</b>
Auxiliary publications are beneficial to the members.	<b>74.5</b>	<b>72.9</b>	<b>76.3</b>	<b>74.1</b>	<b>73.8</b>
My flotilla discusses information from the AUXWEB/Aux. Internet site.	<b>56.6</b>	<b>54.3</b>	<b>61.5</b>	<b>56.6</b>	<b>53.8</b>
*My flotilla has an assigned Web Watcher (FSO-CS) who monitors the AUXWEB and shares information with our members.	<b>62.1</b>	<b>60.1</b>	<b>65.1</b>	<b>57.0</b>	<b>NA</b>
*Information from the AUXWEB has improved communications.	<b>65.3</b>	<b>63.2</b>	<b>62.8</b>	<b>56.6</b>	<b>NA</b>
My local Coast Guard unit encourages Auxiliary involvement.	<b>68.8</b>	<b>72.4</b>	<b>74.4</b>	<b>72.3</b>	<b>73.2</b>
I believe that I am a valued member of Team Coast Guard.	<b>72.8</b>	<b>72.7</b>	<b>74.7</b>	<b>73.9</b>	<b>74.1</b>
I feel that a data/information management system is a valuable and useful tool for the Auxiliary.	<b>74.3</b>	<b>75.2</b>	<b>72.5</b>	<b>71.6</b>	<b>NA</b>
Current AUXDATA input forms provide all necessary information.	<b>52.5</b>	<b>53.9</b>	<b>59.6</b>	<b>59.0</b>	<b>NA</b>
Current AUXDATA data is reliable.	<b>42.8</b>	<b>43.7</b>	<b>52.8</b>	<b>50.8</b>	<b>NA</b>

RESPONDENTS BY AGE GROUP



RESPONDENTS BY YEARS SERVICE





# Already standing the watch for The Department of Homeland Security

"The Auxiliary, our volunteer arm of Coast Guard Forces," is already standing the watch for The Department of Homeland Security.

How can this be? Well I'll tell you my spin on it ...the Auxiliary is a group of American volunteers who have a demonstrated record of superb response in time of need.

Just as important after 9/11, individual members and Auxiliary Leaders pounced on opportunities to increase Auxiliary preparedness in our new world normalcy. Make no mistake that your post 9/11 operational response followed by the comprehensive plan called Operation Patriot Readiness has attracted attention from our most senior Coast Guard and Department leaders. They appreciate that Operation Patriot Readiness allowed the Auxiliary to achieve a higher state of Readiness and Operational Excellence.

How do you support DHS? Through constant vigilance on land, sea and air. Our 35,000 Auxiliarists support the Coast Guard in new and creative ways. Now, to do what the Auxiliary does takes people ...and not just anybody ...Please read on ...

It's about Honor, It's about Respect,

It's about Devotion to Duty...

It's about the Auxiliary already standing the Watch for The Department of Homeland Security as trusted American Volunteers."

You can't just find honor in any group of people ...until you take a look at Auxiliarists. I suppose I would frame the Honor of the Auxiliary as being comprised of a family of honorable people serving their Country, their Department, their Coast Guard, and finally their fellow members of the public.

Put another way, it is Patriotism at its finest. Honor Respect and Devotion to Duty are our Coast Guard core values. The way I view these values is like this: Honor is the base core value. It is central. It is from honor that we show and receive respect for one another and demonstrate an appreciation for personal diversity, and it is from that respect for one another that we maintain a strong sense of Devotion to Duty. The Auxiliary has this down solid. Why you ask? Well it's about Auxiliarists.

Thanks very much for what you do day-in and day-out. Bravo Zulu!

I remain inspired by you.

Commander Chris Olin

Deputy Chief Director of the Auxiliary



COMMANDER

**CHRIS  
OLIN**

DEPUTY  
CHIEF DIRECTOR OF  
THE AUXILIARY



# Lewis and Clark Bicentennial begins at Monticello



COMMODORE  
STEVE  
REAMS  
NATIONAL VICE  
COMMODORE  
ATLANTIC WEST



**O**n the west lawn of Monticello, Thomas Jefferson's Virginia home, 3,000 participants braved the penetrating January chill to mark the beginning of the three year, nationwide commemoration of Lewis and Clark's epic journey to the Pacific.

Exactly two hundred years after President Jefferson sent his January 18, 1803 message requesting Congressional approval for the journey, the ceremony set a theme of rediscovery and diversity.

Speakers included historical scholars, political leaders, American Indians, and distinguished guests from across America. My wife Sue and I represented the Auxiliary, and we joined military representatives from units along the expedition's path.

The themes of diversity and unity resonated through the day. Lewis and Clark were given indispensable aid by the native peoples they met along the way, and opening friendly trade was a principal element of their mission.

The Monticello bicentennial ceremony echoed that spirit of cooperation and mutual respect. After the U.S. Army 1802 Color Guard presented the colors and all stood for the National Anthem, the White Shield Singers of the Mandan, Hidatsa, and Arikara Nations followed

with their own salute as they solemnly drummed and sang their Flag Song. Soldiers in post-Revolutionary uniform stood beside American Indians in eagle feather bonnets.

The Lewis and Clark Bicentennial will run through 2006, and will include 15 "signature events," marking important historic milestones on the journey. Thousands of other events are scheduled throughout the United States. A comprehensive calendar, organized by state and by date, is posted on the Lewis and Clark Bicentennial Commission's web site at [www.lewisandclark200.org](http://www.lewisandclark200.org).

Amid all this activity and celebration lies a great public safety challenge, and we in the Coast Guard Auxiliary have a tremendous opportunity to serve. Lewis and Clark traveled mainly by water, along the Ohio, Mississippi, Missouri, Lochsa, Clearwater, Snake, and Columbia Rivers.

Their story is compelling, and will draw millions to the route. Some mod-



**Left to right: NAVCO-A(W) Steve Reams, RADM Harvy Johnson,, Secretary of the Interior Gale Norton and Capt. Scott Evans.** Photo by Sue Reams

ern tourists, having read that the explorers traveled by keelboat, pirogue, and canoe, will try to emulate them without any knowledge of the great changes to the rivers since 1804 and the deadly hazards the rivers now offer.

The Missouri River, for example, has been dredged and channeled so much that it is actually 200 miles shorter than when the Corps of Discovery ascended it. Shorter, deeper, narrower, the river is tremendously faster (10 miles per hour and more) than it was for Lewis and Clark. Add in locks, dams, barge traffic, wing dams, and occasional bits of modern hazardous waste, and the opportunity for disaster is everywhere.

State by state, officials are bracing to meet the demands of the bicentennial celebration.

In Missouri, for example, Auxiliary members joined with the state water patrol, Coast Guard Marine Safety Office St. Louis, U.S. Army Corps of Engineers, and several sheriffs along the river to formulate a plan. The scarcity of marinas, boat ramps, sanitary facilities, emer-

gency communications, cell phone and 911 coverage, and rescue capability are high on their list of challenges.

Tom Hunt, Auxiliary liaison to the Missouri Water Patrol, is part of a task force meeting monthly to identify solutions. Auxiliary public affairs officers are developing a program to inform the public of the dangers and opportunities along the river.

Most public safety officials believe that coordination at the state level offers the best opportunity to marshal all available resources. Auxiliarists can help by assisting their state liaison officers on working groups, adding river safety information to public education classes and news releases, performing marine event patrols on the water, and making public appearances at Lewis and Clark events.

While the bicentennial celebration is national in its sweeping scope, it is profoundly local in its planning and organization. Auxiliarists can help by joining their local Lewis and Clark Bicentennial team and pitching in.



## COMMODORE H. EDWARD MACKENZIE

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### 1932 – 2003

The Commodore of the First District, Northern Region, Edward MacKenzie crossed over the bar Feb. 10, 2003.

Commodore MacKenzie was a valued member of Flotilla 38, D1-NR. Having served as an active duty Coast Guard radarman, he joined the Auxiliary where he served the boating public by spreading the knowledge of safe boating as an instructor and a vessel examiner. As a coxswain and a qualification examiner he helped prevent injury or loss of life for the boating community.

Commodore MacKenzie served Flotilla 38 as Flotilla Commander, Division 3 as Staff Officer Member Training, Division Vice Captain and Division Captain. He served as the National Branch Chief-Editor for the Auxiliary's national publication, Navigator.

Commodore MacKenzie served the First Northern Region as District Staff

Officer-Publications; Rear-Commodore-North; Vice Commodore and District Commodore 2002 and 2003.

Commodore MacKenzie was very proudly present for the dedication of a memorial to the Auxiliary on the 50th anniversary of his becoming a "Coastie."

In addition to the awards he earned during his active duty service, Commodore MacKenzie's Auxiliary service earned him two Auxiliary Achievement Awards; two Auxiliary Commendation Awards; Eighteen Sustained Auxiliary Service Awards; The Department of Transportation Secretary's Outstanding Unit Award; two Coast Guard Unit Commendations; a Coast Guard Meritorious Unit Commendation; the Coast Guard Bicentennial Unit Commendation; and a Special Operations Service ribbon.

His wife of 30 years, Suzanne and son Ross, survive the Commodore.



# KOKOMO

## THE RESCUE OF A STRANDED WHALE

By JEREMY SMITH, DCP 13 D7



STORY  
ON PAGE  
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**Volunteers from the Marine Mammal Conservancy, the Marine Mammal Rescue Foundation and the Upper Keys Coast Guard Auxiliary. Jeremy Smith photo**

# KOKOMO

## THE RESCUE OF A STRANDED WHALE



**I**t's about saving lives - any life. Mostly we succeed. Sometimes we don't ... no matter how hard we try. Such was the case with Kokomo, an adult male Pygmy Sperm Whale that was reported stranded on the tidal flats near Coast Guard Station Islamorada in the Florida Keys in January.

BM2 Clark Williams was just beginning a routine when he sighted what appeared to be a large amorphous object in the distance, washed up on the grass flats near the headpins of Snake Creek.

Moving ahead cautiously, Williams advised the station that the object was in fact a distressed whale, beached on the shallow flats and in dire need of assistance. The sighting was reported to the Florida Fish and Wildlife Conservation Commission (FWCC), the Marine Mammal Rescue Foundation and the Marine Mammal Conservancy of Key Largo. Within minutes, FWCC provided a flatsboat and personnel to assist in transporting the ailing gray cetacean to the Coast Guard Station's boat ramp on Snake Creek.

Robert Lingenfelser, President of the Marine Mammal Conservancy, determined the mysterious creature to be a Pygmy Sperm Whale (*Kogia breviceps*). Also known as a Lesser Sperm Whale or a Short-headed Sperm



**Dressed in a black wetsuit and a white ball cap, Auxiliarist Richard Hughes of Flotilla 13-8 assists with stabilizing the stranded adult male Pygmy Sperm Whale at the boat ramp of Coast Guard Station Islamorada.**

Photos by Jeremy Smith



**Auxiliarists David and Linda Bickford of Flotilla 13-8 stand on the seawall of the Coast Guard's boat ramp to monitor transportation of the stranded whale and to assist as needed. Auxiliarist Richard Hughes of Flotilla 13-8 (wearing a red and black wetsuit and a white ball cap) helps to guide the whale to an awaiting truck.**

Whale, Lingenfelter said the species spends much of its life in deep water and is rarely seen by humans. "It tends to live a long distance from shore and has inconspicuous habits," he said.

The exact cause of the stranding was not immediately apparent. However, following initial lab results, Rick Trout, co-founder of the Marine Mammal Conservancy, was guardedly optimistic about the whale's prognosis. Of immediate concern, however, was locating a suitable salt-water facility to protect the whale from a major winter cold front that was expected in the Keys the following day.

As a precaution, Trout and Lingenfelter helped to construct a heated tent over the boat ramp that housed the eleven-foot long whale, named "Kokomo" by volunteers from the Marine Mammal Conservancy.

Kokomo received around the clock supervision and medical attention from over a dozen trained volunteers. In addition, Coast Guard Auxiliarists Linda and David Bickford from Upper Keys Flotilla 13-8 served an all-night

vigil at the station, coordinating the need for heightened security and the special requirements of the volunteers with the Coast Guard.

Their efforts relieved BM1 Carl Dykes, USCG, as Officer on Duty, of the need to post additional enlisted personnel at the boat ramp throughout the night. Auxiliarist Richard Hughes, also from Flotilla 13-8, donned a wetsuit and spent many hours in the cold water stabilizing the stranded whale with Marine Mammal Conservancy volunteers.

By the following morning, a heated salt-water pool was located as a temporary new home for Kokomo, thanks to the owners of the Islander Motel in Islamorada. Later that same day, a 15-ton roof crane began lifting the 1,100-pound whale out of the water in a specially made sling for transporting marine mammals. The whale was carefully guided by the Coast Guard and volunteers to an awaiting truck for delivery to the hotel pool about four miles away.

But the job of rehabilitating the whale for release back into the wild

had only begun. Dr. Charles Manire, Director of the Mote Dolphin Whale Hospital, said Kokomo must be able to feed himself before being released.

"This is an extremely old animal for the species," Manire said. "The question is whether he will recover enough to be able to catch prey in the wild. I have some doubts, but I've been surprised before."

Volunteering their time and support as private citizens, Auxiliarists David and Linda Bickford, Richard and Lois Hughes, and Darrell and Doreen Scott of Flotilla 13-8 spent countless hours in the hotel pool with Kokomo, alternately stabilizing and feeding him a liquid concoction of squid and other nutrients through a funnel and a feeding tube.

As the pool's only occupant, it didn't take Kokomo long to make new friends, or to become somewhat of a local celebrity. Soon he was featured in his new surroundings on CBS Early Morning Show, CNN, and syndicated newscasts across the country.

Less than two weeks after being placed in the hotel pool, it was determined that Kokomo had gained enough strength to be moved to the Marine Mammal Conservancy in Key Largo. In early February, Kokomo was transported 20 miles to a private lagoon at the Conservancy, in preparation for its pending release back into the wild. The same Auxiliarists who had played such an important part in Kokomo's initial rescue now marshaled their efforts in the hope that he would soon be strong enough to be returned to open water.

Unfortunately, Kokomo passed away unexpectedly. On the day after Kokomo's death, another whale stranded. "This whale appeared to be younger than Kokomo. He had fewer scars, clean teeth, and better musculature," said Lingenfelter. "However, he did not make it through the day."

"It's sad that we were unable to save Kokomo," said Doreen Scott.

"He made many friends during the five short weeks he was with us. And he gave new meaning to our mission to save lives - any life - even when we don't succeed."

# SAR: Operation Pancake

**By Chris Maurer, BC-AIA**

NATIONAL PRESS CORPS

My stomach wasn't happy. As I dipped my long handled deck scrubber into the soapy bucket of water, my digestive system let out yet another growl of protest. I tried to ignore the sour feeling in the pit of my stomach and concentrate on my deckhand duties.

Five days aboard the British tall ship Stavros Niarchos and five mornings of full English breakfasts consisting of fried bread, fried eggs, greasy sausage, tomato, and undrained bacon. It was more than my American tummy could handle. I was the only Yankee aboard the three masted square sailed brig, and was in possession of the only stomach that wasn't used to traditional British breakfast fare.

I started to dream of pancakes.. a nice fluffy stack of golden brown pancakes, dripping with butter, and oozing with genuine maple syrup. I knew it was just a fantasy, as pancakes are an American tradition, virtually unheard of by our British neighbors.

We were docked in Grenada, the third port of call on our ten day Caribbean voyage. It was "happy hour" the daily post-breakfast ritual where we deckies scrubbed the ship from stem to stern until the mate "was happy."

I picked up my bucket of soapy water to move to another portion of the deck when it caught my eye. She appeared like a mirage out of the horizon, a huge ship coming

closer and closer. As she approached, I could see stripes off her bow. Could it be? I squinted to try to make out the lettering.

Yes it was! She was a Coast Guard cutter and she was docking right behind us. "Oh look!" I pointed out to Alison, my English crewmate. "It's the U.S. Coast Guard, and they've come to save me!" "Oh no," she countered, "We called them to save us from YOU!"

While the huge white cutter docked, I set aside my bucket and brush and rushed down the gangway with Alison in tow. We stopped near the stern of the giant ship and waved to get the attention of the Officer of the Deck. "Where are you guys from?" I called out cupping my hands to my lips so he could hear me.

"New Jersey," he yelled back.

This was getting too weird. "I'm from New Jersey!" I shouted, pointing to the Sandy Hook, New Jersey Coast Guard shirt I happened to be wearing that day. "And I'm in the Auxiliary! Do you think my friend and I can come aboard?" "Be right back," he called out as he disappeared into the ship. Moments later, he reappeared and said, "Commander Hill says its OK. I'll give you a tour."

Alison and I stepped up on the gangplank of the USCGC Vigorous. She was a massive 210 foot cutter, complete with helipad. The OOD introduced himself as Petty Officer First Class Mike McKinley. "So, what's the food like on the British ship you're sailing?" he asked. "It's



**PO Mike McKinley cooking up pancakes on the USCGC Vigorous**

very good," I replied, "except my stomach isn't happy with the full English breakfasts they serve every morning."

I rolled my eyes and patted my stomach as I described the greasy fare my digestive system was struggling to process. "What I wouldn't give for a pancake..." my voice trailed off as we walked through the galley. "My stomach has been so upset these past few days. I just can't look at another fried egg!"

"You don't have pancakes?" PO McKinley asked, clearly shocked that I had been deprived of this American breakfast staple. "What's a pancake?" Alison asked in her British accent, clearly puzzled by this conversation.

PO McKinley rubbed his hands together and said with a wink, "I see an opportunity for some foreign diplomacy. C'mon, you two. I'll fix you up."

We followed him down a steep ladder into the ship's food storage area. Locked inside a huge cage, were

hundreds of cans of soup, boxes of cereal, and enough food to feed the crew of 75 for more than a month.

"Here ya go," he said as he dropped a giant container of pancake mix into my arms. The box was big enough to feed 100 people. "You're going to need a little more than that," he said as he pulled three more massive boxes of pancake mix from the shelf.

"Now... let's see.... Where's the maple syrup? If we're going introduce the British to American breakfasts, we better get you the real stuff, not the corn syrup imitation kind."

Hidden behind a wall of bread loafs was a four gallon can of genuine Vermont maple syrup.

"That should do you," he said, while handing the bucket to Alison. "Bon appetite, and let me know how the Brits like them."

Alison and I thanked PO McKinley and headed back to the ship, our arms laden with survival rations complements of the U.S.

Coast Guard. "What's this?" our cook inquired, as he eyed the strange food stuffs we had scored from the Coast Guard cutter.

"They're pancakes!" I replied.

"Pancakes?" he said with a blank look on his face.

"Don't worry," I said reassuringly, "there are metric instructions on the back of the packages." The next morning, I woke up to the delicious aroma of pancakes bubbling on the griddle. The ship was a buzz. Rumor had spread among the crew that they were in for a foreign delicacy. "These are American pancakes," the cook proudly announced to the crew. "We have our U.S. Coast Guard friends to thank for them"

The crew eagerly awaited this strange foreign food. As they sat down to their plates, they exchanged puzzled looks not quite sure what to do with the round discs on their plates. Very politely, one woman gently tore off a piece of pancake, spread strawberry jam on it, and popped it in her mouth. Others followed her lead and began to eat them with their fingers.

"No, no!" I called out, "This is how you eat them!" I placed a pat of butter on my stack of pancakes and poured a ladle of maple syrup on top.

"Cheers, mate," I heard one man say. In moments the crew was devouring pancakes, American style.

Did we change the breakfast habits of the British? Hardly. But for the next four days, the crew of the STS Stavros Niarchos enjoyed pancakes... along with their full English breakfast.



**John Baker, FVC Matthew Marinelli, Lloyd Cox, CDR James Montgomery, Cathy English**

# One for all and all for one

Many flotillas celebrate the Christmas holiday by throwing elaborate parties or attending dinners at local restaurants.

The volunteers in Flotilla 61 of Houston, Texas, take a different approach to the holiday season. They recognize the officers and enlisted men and women stationed at Group Galveston and pay tribute to their hard work and dedication each year at Christmas time by holding the annual "Feed the Coasties" event. Flotilla 61 members go to Station Galveston and feed the entire base.

In November Chief Grainger was notified of Flotilla 61's request and welcomed the

idea from Flotilla Commander Robert Schwartz. Vice Flotilla Commander Matthew Marinelli coordinated the purchasing and logistics of the food and also the designing of the posters that were placed on the base announcing the event. This year the menu was barbecued smoked beef brisket, beans, potato salad, coleslaw and as many cookies and brownies that anyone could eat.

Once the kitchen clean up was complete, Captain Thompson escorted the members of Flotilla 61 on a tour of Station Galveston and the 178-foot buoy tender the Harry Cleburne to finish out the day.



# RCO 'charm school' polishes leadership skills

**By James E. Dennen,  
RCO-E, D7**

The Auxiliary's first nationally sponsored course designed specifically to address leadership, management, and problem solving and mediation skills for Rear Commodores was held in late January at the Coast Guard National Training Center (TRACEN) in Petaluma, CA.

The weeklong course, AUX-5 (AMLOC), which stands for Auxiliary Mid-Level Officers Course was designed to regularly rotate the RCOs in groups of two, four and five through various training modules.

Topics include managing human resources, delegation of responsibility, mentoring, motivation, ethical fitness and diversity along with communications and writing

workshops. The course is designed to prepare each participant for the challenges that face rear commodores and is indispensable to their goal of becoming more effective leaders.

Each participant had the opportunity to work individually and collectively with every other member of the group, which resulted in great camaraderie among the participants by the end of the week. Twenty-two Auxiliary officers took part in the program.

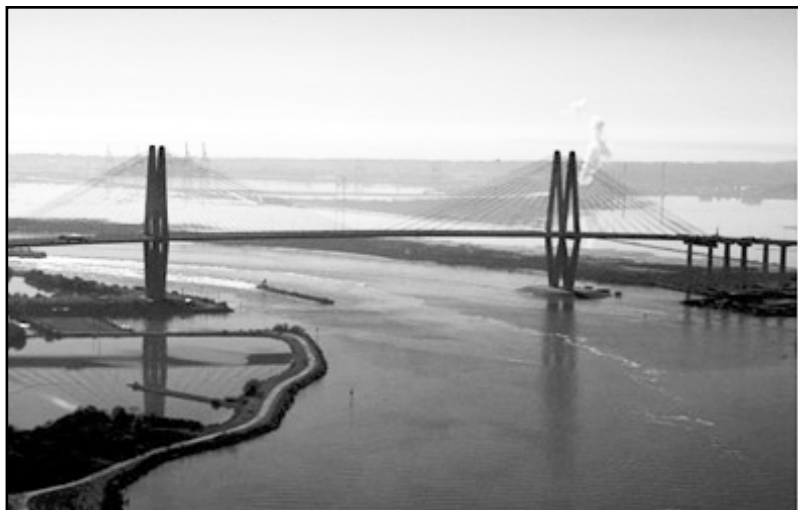
Past NADCO-MS Carol Urgola and George Keefer, RCO 9Cr were the instructors. The group stayed in officer's quarters, ate like royalty (TRACEN is the home of the Coast Guard Sustenance Specialists School) and interacted with many of the active duty men and women who were there for training.

## AMLOC Class One

**Top Row: L-R George Keefer RCO 9CR [Instructor], Bruce Takayama RCO-OS 14, Gordon Jaworski, RCO - N 9WR, David Esparza, RCO-I 11SR, A.Bruce Magyar RCO-N 7, Phillip Haisler RCO-S, 9WR, William Crouch RCO-E 8CR, Thomas Mallison RCO-W 8ER**  
**Second Row: Kathleen Zundel RCO-E 13, Robert Sterzenbach RCO-S 11SR, Jeremiah Collins DCP 11NR, Fred Bell RCO-N 13, H.K (Bing) Hastings RCO-C 8CR, COMO Carol Urgola [Instructor], Allen Brown RCO-W 7, Michael Allen RCO 9ER, James Dennen RCO-E 7, June Feather RCO-S 13,**  
**Bottom Row: Claude Feaver RCO 11NR, Jennie McNeil RCO-S 8ER, "The Moose" [Class Mascot], CAPT Jack Smith CO TRACEN, Petaluma, J.J Phillips RCO 9ER, George Prows RCO 11NR**







# Safety patrol in the Houston Ship Channel

**By Robert E Nelson II**  
**D8CR/Div 6-SO-PA**

Since Jan. 26, 2002, a group of dedicated Auxiliarists have performed the mission of protecting our ports and waterways along the Houston Ship Channel near Houston Texas one morning a week.

The 12 Coxswains and their crews have patrolled in the heat of summer when it gets up to 100 degrees, the rainy season when the fog and rain can make your fingers numb and wrinkled, and during the winter when even their mustang suits get a hearty workout.

The coxswains go through special training to be certified to patrol in the restricted zone. After a coxswain is signed off by both the DSO-MS and local MSO (Marine Safety Office) they are approved for duty in the heavy congested com-

mercial traffic of the Houston Ship channel.

Since Sept. 11, 2001, Division 6 has completed more than 100 missions; the local auxiliarists have put over 2,600 man hours into port safety and security. USCG MSO Houston has noticed a significant reduction in safety violations such as tankermen not being present when transferring fuel oil or chemicals into the barges and boarding ladders being left down on the sea side of the ships - a potential security threat to the ship and refinery.

DSO-MS Dick Frenzel, a tow boat captain on the Houston Ship channel for many years, was asked by MSO to start a training program for coxswains unfamiliar with operating vessels in a heavy commercial environment.

After the initial meeting at MSO Houston in December 2001, all coxswains that wanted to be certi-

fied needed to go through a process that demonstrated their ability to handle their vessel in tight restricted waters dealing with other vessels 10-1000 times larger than their own.

After being signed off by Dick Frenzel and local MSO personnel the qualified coxswains could sign up for patrols in the restricted zone. Also, by combining the Texas City Security zone patrol with the regular Lower Bay safety patrols we could relieve the USCG boats and crew for more pressing needs.

The program has been a hit with the Auxiliary - it's given the auxiliarists a sense of accomplishment and pride as they've added value to their patrols and contributed even more to the special multi-missions of the USCG.

So now - back to the typical day patrolling the ship channel.

We leave the marina and go upstream on the ship channel.



Under the Fred Hartman Bridge the sun has just come up and it looks like it will be a beautiful day. We report in to MSO Houston with three POB (Persons on Board) heading for the restricted zone above the Battleship Texas. After crossing into the restricted zone we immediately reach the first stop at a large petrochemical complex and watch the tankermen supervise the transfer of fuel oil from a barge into the refinery.

As we head up the Buffalo Bayou (ship channel) we finally reach the Cotton Patch section that is in the heart of the ship channel passing by all the refineries - Exxon, Shell, Fina, BP-Amoco, Chevron, Dynegy, Pasadena Paper, Vopak, Cargil Foods, and Valero Manchester.

When you look at the statistics of the Port of Houston you begin to understand why this waterway is so important to the USCG and to America. First in foreign tonnage within the USA, second in total tonnage within the USA. Over 6600 ships transited the Houston Ship channel in 2001; over 1,000,000 containers unloaded in the Port of Houston in 2001.

More than 50% of all refined petroleum products used in the USA depart from the port of

Houston marine terminals. The Houston Port Authority generates over 287,000 jobs, which includes both direct and indirect employment.

The latest figures (2000) show the port's public and private marine terminals generate \$10.9 billion dollars in business revenues annually compared to the \$7.7 billion dollars reported in the last study completed in 1997. State and local taxes generated exceed \$649,000,000.

After stopping for lunch at USCG MSO Houston station we resume patrol working our way back down the ship channel to explore the side bayous. There are several ship yards in this area and we want to make sure the sand blasting curtains are up to prevent any environmental pollution.

With the 23-foot Carolina Skiff that Dick has outfitted for this type of work we head south and work our way back to where we started. We observe a recently docked oil tanker that has its boarding ladder down on the sea side - we contact the vessel to raise up the ladder and they comply.

As we head under the Sam Houston Bridge we notice activity up ahead around a tanker terminal. The first thing I noticed is the oper-

ator had deployed a container fence of oil booms in the water around a small spill.

We check with MSO and they have people on the way to evaluate the situation. All of the facilities up here are required to have equipment on hand to handle spills such as this one. This has only happened within the last two hours since we passed this area heading North this morning.

As we come back upon another oil terminal we notice a small boat heading up the channel. We turn on the our safety lights and stop the boat with what looks like mom, dad and two kids out for a joy ride. We politely tell them that they are in a restricted zone and need to go back down to the battleship Texas which is where the restricted zone starts. Thanking us, they wave good bye and head back south.

It is now late in the afternoon and we have traveled over forty miles with twenty still to go. We continue to head south looking for any potential problems along the channel.

As we pass back under the Fred Hartman Bridge I realize that our day is almost complete and as we conclude our patrol we feel like we are an integral part of Coast Guard forces.

# AUXAIR and Air Station Detroit -

## A winning team for maritime domain awareness

**By LTJG Paul LaRoche**

AIR AUXILIARY LIAISON,  
AIR STATION DETROIT, MI

Auxiliary Aviation has been busy making history in the 9th District Central and Eastern regions by aggressively taking on the challenges of Homeland Security.

After the tragedy of Sept. 11, 2001, 9CR and 9ER Auxiliary Aviators responded by flying in support of Marine Safety Offices and Maritime Security Forces Great Lakes; defining the mission of increasing Maritime Domain Awareness (MDA) throughout the district.

These MDA patrols have enabled a routine "Security Condition" assessment of critical infrastructure on the Great Lakes. Through detailed patrol reporting and digital photography, a routine aerial assessment is made of sensitive military, commercial, industrial, utility and transit systems. High Interest Vessels (HIVs), High Consequence Vessels (HCVs), and waterway activities are monitored and reported. In addition to detailed post mission telephone debriefings, post mission MDA patrol email reports are generated to pass pertinent information to the appropriate Group Controller, MSO, MSC, and Air Station in a timely manner.

As an intelligence-gathering asset, the impact of AUXAIR on 9th District MDA is tremendous. In Calendar Year 2002 9CR and 9ER AUXAIR has flown 1157.9

hours and executed 464 missions. The cost savings to the Coast Guard is over \$4.43 million.

More importantly, the value of AUXAIR patrols to the air station increases exponentially as helicopter assets and station personnel are freed for SAR, law enforcement, maritime safety missions and flight training as well.

Two MDA patrols with Air Auxiliary crews resulted in lives saved. One person in distress with an overturned catamaran was spotted by an Air Auxiliary flight on Lake Erie and an ice-fisherman on Lake St. Clair was observed "jumping around like Indiana Jones" from ice floe to ice floe in obvious distress.

Both of these cases may not have been initiated with sufficient time for active duty Coast Guard assets to rescue distressed persons thus resulting in lives saved.

As with any great program, the administrative staff is one of the greatest components. Leading the program are "The Two Bobs", as they're collectively known around the air station, Bob Shafer, DSO-AV-9CR and Bob Fratangelo, DSO-AV-9ER. Art Whelan, ADSO-9CR, Chuck Hagerman, ADSO-9CR, Bob Taylor, ADSO-9ER and Jim Dale, ADSO-9ER orchestrate scheduling of the 120-plus members to accomplish daily MDA patrols for the regions. At the air station, Auxiliarist Lee Peddie volunteers 6 hours a week to process patrol orders and keep accurate accounting



**Left to right - DSO-AV (9CR) Bob Shafer and LTJG Paul LaRoche**

and records administration.

The “backbone” of AUXAIR are the pilots, air crew and observers who continually volunteer to serve and grow with the Coast Guard in its changing capacities. It is these men and women and their many hours of work flying and observing that gets the job done.

The MDA patrols they perform over the many ports and waterways of the Great Lakes give the MSOs, groups and the air station “visibility” over a district with 6,700 miles of shoreline, nine major regional ports and 400 fixed assets of critical commercial infrastructure.

AUXAIR will have an expanded role in law enforcement support within the Department of Homeland Security; they will be in direct support of joint operations with the US Customs Service, Border Patrol and INS.



**Left to right - DSO-AV (9ER) Bob Fratangelo, DFSO Bob “Goose” Hampton, LT Eric Hollinger and LTJG Paul LaRoche**



**RADM Mary O'Donnell with Boats'n Kids students aboard the USCGC Morgenthau**

# Boats 'n Kids - Gold and silver host boating safety event for kids of all ages

**By Ed Sweeney, BC-AIP**

NATIONAL PRESS CORPS

As they typically do this time of year, San Francisco Bay Coast Guard Boats'n Kids - Team 91 recently invited the public to participate in a Boating Safety Day for Children and Youth at Coast Guard Island.

The event is normally conducted this event four times a year, twice on board Coast Guard Cutters Morgenthau and Sherman (stationed in and around San Francisco Bay), and twice a year at CG STA San Francisco.

But this time the results of the joint event, coordinated by Bruce, Brigitte, and Tania Nicolai from FL

12-91 11NR, were even better than their wildest dreams could have imagined.

When the most recent Boats'n Kids Day was held, a total of 218 students showed up, ranging in age from four to a senior citizen who stated that "he was still a kid at heart" when it came to boating.

The San Francisco Bay COAST GUARD Boats'n Kids-Team 91 is composed of members from the USCG Morgenthau, Marine Safety Office San Francisco, Sea-Partners, Station San Francisco, Air Station San Francisco, PAC AREA Public Affairs Office and 15 Auxiliarists from Flotilla 12-91 and one Auxiliarist from Flotilla 12-5

Making this event even more

extraordinary is the fact that the majority of the active duty members participated in this event by volunteering their off-duty time.

Although it is a relatively new flotilla, Flotilla 12-91 is well known throughout District 11 Northern Region for its extraordinary efforts and results.

According to Brigitte Nicolai, "The San Francisco Bay USCG Boats'n Kids Team 91 was founded in 1994 when we partnered with Coast Guard Station San Francisco.

"To this day, USCG Station San Francisco, together with Flotilla 12-91 is the core of the team. In 1995, the Coast Guard Cutter Morgenthau came on board, and in 1996 the MSO-Sea-Partners became



**Auxiliarists Brigitte Nicolai and Pat Russo teaching class on Morgenthau mess deck**

part of our team. By 1999, Air Station San Francisco came on board and in 2000 the PAC AREA Public Affairs Office got involved. Finally, in 2002 the Coast Guard Cutter Sherman joined our team.

"It is like a snowball, it keeps getting bigger and bigger as time goes on!"

According to Bruce Nicolai, IPFC 12-91 11NR, "The hardest, most frustrating and toughest part of the program is to get the students. It took a tremendous effort on the part of every member from within and from outside the team to reach the number of students that we did this time."

The program included a basic boating safety presentation geared

to children up to 12 years old. They also held a more advanced boating safety presentation for teenagers, and for those serious about a career in the military, there was a special session with RADM Mary O'Donnell (who flew in from Washington especially for the event).

A tour of the cutter was interwoven with a marine safety/environmental protection station and a marlin spike station. All lessons and stations were conducted and manned with members from both active duty and Auxiliary teams.

Brownies and juice were served to all the students and participants and then they unveiled the surprise.

"As if the classes and learning

stations weren't entertaining enough," Nicolai said, "After the cutter tour, we brought in a helicopter from Air Station San Francisco, and conducted a rescue demonstration with a 41 UTB from CG Station San Francisco. For many, that was the icing on the cake - the highlight of the day. After the rescue demonstration, all visitors got a chance to visit the Helicopter and meet with the crew."

According to Bruce, "We were pleased with the number of new Auxiliary members and Auxiliary members who live farther away who attended the program. It is our hope that perhaps in the future more Flotillas would want to be part of the team."

# NACON Nashville

**By John P. Whelan, BC-AM**

NASHVILLE, TENNESSEE — a.k.a. “Music City USA” is the site of choice for the annual Coast Guard Auxiliary National Conference, NACON 2003. The 2003 conference will be held within the Eight Coast Guard District’s, Eighth Eastern Auxiliary Region, August 24th through August 31st, 2003.

Located within a 600 mile radius of 85 percent of the working population in America lies a city rich in culture, history and, of course, entertainment. Nashville was settled in 1779 and became the state capitol of Tennessee in 1843. Located on the Cumberland River, Nashville has been a major population center and a point of river commerce since it was settled. Top business publications place Nashville in the top 25 cities for job growth, for work and raising families. Its major industries include tourism, printing and publishing, music production, higher education, finance, insurance, automobile production and health care management.

The weather and climate here is definitely something to appreciate with average temperatures at nearly 60 degrees. But, during NACON in August, the humidity might be uneasy for some. The average temp that time of the year is usually 80 to 90 degrees. So expect it to be warm and humid; bring your hats, sunscreen, and light colored summer clothes, and don’t forget those cameras.

NACON will be held at the notorious Gaylord Opryland Hotel. This top-rated hotel is recognized around the world for its extraordinary service, southern charm and hospitality, luxurious accommodations, and first-class entertainment. It is now the largest non-gaming hotel property in the U.S. with 2,884 rooms. If you can’t get a room here, don’t fret because Music City has 125 other hotels and motels. But if you intend to commute to the conference from another property, get a rental car, taxicab, or take a river taxi from downtown Nashville.

The Gaylord Opryland Hotel is like visiting a miniature city. You

are self-contained under a majestic, climate-controlled glass atrium and surrounded by nine acres of lush indoor gardens, winding rivers and pathways, and sparkling waterfalls where you can unwind, explore, shop, dine, and be entertained to your heart’s content. Within a short distance of the hotel’s massive complex are plenty of things to occupy your time. Some of the main highlights include the world-renown Grand Olde Opry, 18 challenging holes at their Springhouse Golf Club, dining and entertainment aboard the General Jackson Showboat, or the ladies favorite, shopping at the 200-store Opry Mills Mall. Don’t worry - there are shuttle busses.

There are plenty of dining options at the hotel and the mall next door, and even better ones in downtown Nashville. Whatever your taste buds desire - from fancy gourmet dining to casual down-home meals - there is a myriad of restaurants, lounges and eateries to suit your palate.

Your room amenities have all the comforts of home and then some; they’re spacious and attrac-





### **Nashville skyline**

Photo by Bill Mason,  
08ER1104 FSO-PA

tive, feature in-room hair dryer, iron and ironing board, electronic lock-and-key system, and two-line phone with guest voice mail and data port. There is a 4,000-square-foot fitness facility on the property with state-of-the-art cardiovascular machines, circuit training and more. In addition there are four pools and tennis courts.

How about a cruise down the Cumberland River aboard the General Jackson? A short distance from the hotel is a wave pool, a putt-putt course, and plenty of fast food restaurants. Opry Mills Mall has a family entertainment complex called, Jillian's, an I-MAX theatre, as well as a 16-theatre motion picture complex.

What else is there to do? In addition to all of the aforementioned activities there are plenty of arts and recreational options, shopping, and a host of tours available too. You can see the famed Music Row, the Country Music Hall of Fame, Cheekwood Botanical Garden and Museum of Art, the First Center For The Visual Arts, the historic Ryman Auditorium, the Parthenon,

Belmont Mansion, Belle Meade Mansion, Fort Nashborough, and the Hermitage (home of President Andrew Jackson).

Getting here is no problem. There are 16 airlines serving 92 markets and Nashville International Airport has more than 412 airport arrivals and departures daily. The city has convergence of three interstate highways, I-40, I-24 and I-65. I-440, an inner beltway now exists, and I-840, an outer beltway between I-40 and I-24, is nearing completion. Watch the signs and interchanges carefully coming in.

Last minute tips for getting around town through traffic and scheduling your trip. Plan your trip and stay ahead of time if possible. Music City gets 10 million visitors a year. Get information on the things you would like to see or do while visiting now. Crowds, parking and tour schedules can be found almost everywhere you go. It is best to do some research now and make any needed reservations way in advance of your stay especially hotels, car rentals, and events that require reservations or advanced tickets.

## **ON THE WEB**

### ■ **Take A Gaylord Opryland**

**Hotel Tour:** [www.gaylordhotels.com/gaylordopryland/tour/](http://www.gaylordhotels.com/gaylordopryland/tour/)

### ■ **Gaylord Opryland Hotel:**

[www.gaylordhotels.com/gaylordopryland/](http://www.gaylordhotels.com/gaylordopryland/)

### ■ **Directions/Travel:**

[www.gaylordhotels.com/gaylordopryland/get\\_here/](http://www.gaylordhotels.com/gaylordopryland/get_here/)

### ■ **Nashville Convention & Visitors Bureau:**

[www.nashvillecvb.com/](http://www.nashvillecvb.com/)

### ■ **Nashville International Airport:**

[www.flynashville.com/home.cfm?CFID=54116&CFTOKEN=10504253](http://www.flynashville.com/home.cfm?CFID=54116&CFTOKEN=10504253)



**Auxiliarists Brigitte Nicolai and Pat Russo, of San Francisco Bay Coast Guard Boats 'n Kids - Team 91, teach a class on safety during Boating Safety Day. SEE PAGE 36**

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