



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Navigator

VOL. 30 NO. 2 SUMMER 2003



HUMBLE HERO

Auxiliarist Wins California
Department of Boating & Waterway's
Distinguished Public Service Award

STORY ON PAGE 20



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Jimmin Chang with the Air Force Crew after landing at Moffet Field. *Photo courtesy of the 129th Air Rescue Wing*



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2003 EDITION DEADLINES

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USCGC POINT BROWER Retires After 34 Years of Faithful Service

Gone But Not Forgotten

Mixed Crew of Active Duty,
Reservists and Auxiliarists Join Forces
to Give Her a Fond Farewell

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

The USCGC **POINT BROWER**, the last of the 82-foot Point Class Cutters, was retired with a royal send-off in a ceremony held recently at Group San Francisco Yerba Buena Island.

Built in 1969 by the Coast Guard Yard in Curtis Bay, Maryland, the **POINT BROWER** carried a crew of ten. She was named for the point at the entrance to Foggy Island Bay in Alaska. This point of land was named after a local man, Charles DeWitt, who was commonly referred to as "King of the Arctic."

Originally home ported in San Diego, the **POINT BROWER** was transferred to San Francisco in June 1989. The **BROWER**, as she became known to her crew, has performed a number of assignments over the years, including the following:

- Enforced a security zone around the Bay Bridge, and ferried personnel between Coast Guard Island and Yerba Buena Island, after the 1989 Loma Prieta Earthquake in the Bay Area
- Acted as on-scene commander for the rescue of Humphrey the Whale in October of 1990
- During Operation Desert Shield/Storm, the **BROWER** acted as on-scene commander, enforcing the security zone established around Concord Naval Weapons Station



The **POINT BROWER** prepared to lower the RHI during Fleet Week 2002 (with Alcatraz Island in the background.)

Photo by Linda Vetter, SO-OP 1 11NR

SEE **BROWER** PG. 4

BROWER

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For the past 12 years, she has provided a platform for numerous public affairs events throughout the Bay Area, and has regularly participated in Opening Day on the Bay each April, Coastal Awareness Day each September, and Navy Fleet Week each October.

Since 9/11, the USCGC **POINT BROWER** has had a "mixed" crew of active duty personnel, reservists, and Auxiliarists, who banded together to assist in patrolling the waters of San Francisco Bay and beyond. Typical assignments given to the **POINT BROWER** included search and rescue, security zone enforcement off the coast of California, ferrying Sea Marshals out to meet incoming ships, as well as working with the National Marine Fisheries Service and the California Department of Fish and Game.

Local Auxiliarists have dedicated numerous volunteer hours to train and serve as watchstanders and officers of the day to relieve active duty and reserve crewmembers. In order to serve on the **BROWER**, Auxiliarists underwent two weeks of training learning the intricacies of the vessel. They were required to meet the same qualifications as boat crewmen before being allowed to serve as In-Port Officer of the Day, Quartermaster of the Watch, Engineering OOD and At-Anchored OOD. Auxiliarists serving as In-Port OOD must stay aboard the cutter during a 24-hour shift, and the ship must

be checked every four hours to make sure all systems are operational and ready to get underway in a moment's notice. Moreover, during their 24-hour shift, In-Port OODs weren't allowed to leave the vessel for more than 15 minutes without authorization.

Although the shifts were long and occasionally boring, the role of the watchstander is critical. According to Jerry Collins, DCP 8 11NR, who has several members from his division commuting almost 100 miles each way to serve on the **BROWER**, "In the event of a last-minute escort or a search and rescue mission, the In-Port OOD is responsible for recalling the crew, as well as making sure that the **BROWER** is ready to get underway when the crew arrives."

"Without the continued assistance of the Auxiliary pitching in on port security, we would have had a much diminished capability to safely operate and maintain the **POINT BROWER**," says former San Francisco Group Commander CAPT Tim Sullivan.

"Having the extra eyes and hands has been a great help," adds MKC Ressio, who also crewed with Auxiliarists. "All the skills the Auxiliarists bring from their life experiences and jobs have been tremendously useful."

Despite having spent countless hours away from their full-time jobs and families, often working on their days off to assist the **BROWER**, many Auxiliarists feel that they, too, have benefited greatly from the effort. They welcomed the rare opportunity to get underway with a Coast Guard cutter and feel a gratifying sense of

community service.

David Martinez served aboard the **BROWER**, almost from inception, and assisted in making sure its logs were ship-shape and up-to-date. "I'm really happy and honored to be here, particularly after Sept. 11; I feel like I'm helping my country," Martinez says. "I hope that this will be the beginning of implementation of Auxiliarists on other Coast Guard vessels and not the end. We are eager to pursue other duties with the Coast Guard."

Included in the Retirement Ceremony Program, and listed as a part of the final crew were Auxiliarists Charles Atchison, Jimmin Chang, Rod Collins, Fulvio Dapas, Miguel Estrema, Bob Gallop, David LaVerne, Leonard Lee, Rod Lloyd, Hannelore Maddox, David Martinez, Bruce McBride, David "Olle" Olson, Michelle Patin, Anthony Princiotta, David Rasmussen, Harry Reinstein, Steve Salmon, Ruben Santiago, Robert Stack, Margaret Wall, and Paul Zahra. While not all crewmembers could be present for the ceremony, they were all there in spirit.

The **USCGC POINT BROWER** was removed from service on March 28, but will get little rest. She is being transferred to Azerbaijan which is located in Southwestern Asia, bordering the Caspian Sea, between Iran and Russia, in a country approximately the size of the state of Maine. There she will serve in the Azerbaijan Marine Brigade. Her new crew was on hand for the decommissioning ceremony at YBI.

During the last seven years, the U.S. Coast Guard has transferred 33 Point Class Cutters to 14 countries, pursuant to the Foreign Assistance Act of 1961 (amended in 1996). Transferring excess vessels which have remaining service lives to foreign nations is a recognized U.S. foreign policy tool. Over 600 foreign personnel received training from the U.S. Coast Guard pursuant to these transfers.

As the "last of her class," the **USCGC POINT BROWER** has served her country with honor and distinction, and will long be remembered by her crew of Active Duty, Reservists, and Auxiliarists alike. 🇺🇸



The Decommissioning Ceremony at YBI. Photo by Jerry Collins, DCP 8 11NR

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Now More Than Ever!

It has long been known that healthy communications and the rapid delivery of important information is the lifeblood of any organization. When you consider that we stretch from Hawaii to Alaska to the US Virgin Islands, it becomes even more obvious. Now with the added needs as an integral part of Coast Guard Forces, this flow has become critical.

The Information and Communications Services Department is tasked with making this process as responsive as possible to both the needs of the members and our leadership. AUXDATA is one of our primary resources and since its inception has evolved considerably. We know that there is more to do, but the progress has been steady and the benefits considerable. If you are not familiar with AUXDATA and AUXINFO we invite you to view a tutorial: <http://www.auxetrain.org/flash/AuxDataInfo.htm> This step by step online Flash presentation can be viewed on any computer and will make using these resources easier.


Improvements have also been made in e-Mail support services. The secure NEW eDirectory located at: <http://www.auxforum.org/search/> displays all members (both those with and without email addresses) making locating and contact a very simple process. If you have not activated your eDirectory account you'll want to do that today. If you have not updated your new e-Mail, regular mail, or phone numbers

recently, file a Form 7028 Change of Member Information

<http://216.167.73.185/~forms/archive/a7028f.pdf> with your FSO-IS as soon as possible!

We have also taken seriously our commitment to improve the level of service to our IS and CS officers. Hob Bonnett BC-ICT@cgaux.org is our new Branch Chief dedicated to helping DSO-CS officers expand the level of Communication Services within each of our Districts. All of our IS and CS officers are now receiving Bits and Bytes: <http://www.cgaux.org/cgauxweb/infoserv/BB2003-01.htm> a new monthly Department eNews service.

As you may know, the Auxiliary has been asked to grow to 40,000 members by the end of 2004. The Department's Flotilla Finder has long been one of the Auxiliary's most effective resources in recruiting. Most flotillas have an approved website which members of the public are referred to, efficiently answering a wealth of questions. For some flotillas that do not yet have a website, your DSO-PS is now listed as your Point of Contact. These dedicated officers insure that no incoming requests are missed!

Effective communications and data management have always been important. With the challenges we face today, **they are ESSENTIAL, now more than ever!** 

JEFF MAHL

DEPUTY DEPARTMENT CHIEF

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.

People, Professionalism, Processes



COMMODORE
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This is the second of three articles specifically addressing each of the Watch Words for 2003 – 2004. The first, published in the last edition of *The Navigator* addressed People and this article will address Professionalism.

Professionalism generally makes us think of paid employment. It also refers to the manner in which one conducts oneself and carries out their responsibilities. We are, or at least should consider ourselves to be, professional volunteers in service to the Coast Guard, the Boating Public and the Nation.

Professionalism, in this context, refers to the manner in which we, the Auxiliary as an organization and individually as Auxiliarists, conduct ourselves, carry out assigned and accepted missions, represent the organization and ourselves to our customers. Professionalism is not a state of complacency but, rather, a state of continued development in all facets of our and your activities.

Professionalism is achieved and maintained through a member training program that is active, appropriate to the needs of the members and our customers, scheduled for times and places convenient for the members/customers and encourages optimum use of training opportunities that present themselves. The program must also take into account the

capabilities, readiness and sustainability essential in all of our programs, especially Recreational Boating Safety.

Professionalism recognizes that attainment of a qualification and maintenance of that qualification is not the end but a basis on which to continue to improve. The qualification provides a baseline from which we continue to become more proficient and, therefore, more professional. Paid professionals in all walks of life routinely continue to study, practice and work on different ways to enhance their capabilities. We must do the same thing.

Leaders, elected and appointed, need to set an example of professionalism through their appearance, conduct of meetings and the leadership that they provide to the membership.

If we are to remain the lead volunteer organization within the Department of Homeland Security and other volunteer organizations we must remain professional. We must continue to do the right things the right way and make excellence a habit in all that we do as the Auxiliary and Auxiliarists. ☪

Leaders, elected and appointed, need to set an example of professionalism through their appearance, conduct of meetings and the leadership that they provide to the membership.

Making Your Efforts Count

Feel like AUXDATA's not worth the effort? According to many Auxiliarists, you're not alone. Many feel that they have to do all the work and they're not sure why - the information's not used for anything important! "Anyway, I'm not in the Auxiliary for material recognition, so this doesn't affect me," is a phrase often heard.

What you report has far reaching importance that not only affects you but the Auxiliary, the Coast Guard and the Department of Homeland Security.

The importance of this information was not well explained in the past. The systems may have been instituted by the Coast Guard and Auxiliary leadership without enough sensitivity to and communication with individual members and because of that, it may seem that these mandates yield little direct benefit to you.

If that's the case, it's no wonder that many of you feel that the paperwork is an unnecessary burden. We hope that, knowing how important the information actually is to the operation of the Auxiliary, you'll make an effort to submit your reports.

I understand that the AUXDATA system may seem burdensome, confusing and complicated but for now, I encourage you to submit and report your activities using the system in place. In the meantime, know that the National Commodore has instituted an investigation on improving member activity reporting by making the reporting as convenient and useful as it can possibly be.

First, one of the most important direct benefits to you is that

AUXDATA is a way of maintaining the information on your qualifications and certifications. Don't wait until the last minute to check your re-qualification status. You should be checking this information frequently to make sure that you are getting credit for the tasks you have performed. If there is a problem, your unit information services officer should be able to help you get it resolved.

At all levels of the Auxiliary, this information is used to establish goals and evaluate our performance and activity in each mission we undertake. At the highest levels, the reports are used by the Coast Guard to justify requests for funding in the federal budget process. They are also used to allocate expenditures of Coast Guard funds on the Auxiliary. So when we fail to accurately report our activities, we are reducing our own funding sources proportionately.

The statistics, missions, and hours are the primary source used by the Coast Guard and the Department of Homeland Security to obtain additional funding and to show the value that funding has bought for the country.



COMMODORE

**GENE M.
SEIBERT**

NATIONAL VICE
COMMODORE
CHIEF OF STAFF



SEE **SEIBERT** PG. 9

Targeted Recruiting



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



When your flotilla looks for new members, where do you turn? In most cases, the answer is "Students in our PE classes" or "People who receive VSCs" or "Boat shows."

These are all excellent, tried-and-true sources of new members but they barely scratch the surface of the pool of potential Auxiliarists. There are literally millions of people who would be eager to contribute significantly to our various missions but who simply don't turn up at boat shows or boating classes or launch ramps.

"Where do I find them?" "How do I reach them?" Good questions! One answer is "targeted recruiting" or "mission-specific recruiting":

- Pick just one Auxiliary mission other than the cornerstones for which you could do some recruiting. One place to start thinking about missions is the list of flotilla staff officers. Better yet, print out a copy of the instructions for Form 7030 (<http://www.uscgaux.org/~forms/archive/a7030f.pdf>).
- Then devote part of a flotilla meeting to brainstorming about where in your community you might find people interested in performing that mission.
- Then GO OUT AND GET THEM!

Here are some examples with some recruiting ideas from my own community:

MARINE ENVIRONMENTAL PROTECTION

Where in your community might you find people interested in protecting the marine environment? In my case, the community college teaches all kinds of courses on the environment and marine biology. There are also adult education courses that deal

with environmental protection. There is a local branch of the Sierra Club; a group called "Friends of the River" that is concerned about protecting the watershed; there are all kinds of groups involved in recycling; groups that have volunteered in the past to clean up various areas of the community and environmental professionals. Each of these groups, and others as well, is chock full of people who would be delighted to be able to do something tangible for their community and their country through our marine environmental protection program.

PUBLICATIONS

There is no shortage of publications in the Auxiliary, beginning with the one you are reading now. But it is often difficult to find people who are really skilled at and enjoy writing, editing and producing those publications. Where might you find such people in your community? Again, in my case, the nearby community college and state universities provide a rich pool of potential candidates. Some of them are enrolled in courses on news reporting while others are taking desktop publishing courses. Other possibilities might be students participating in the production of various college and university publications. And there are dozens of community publications, many of them just one or two pages; some of them put out by people who are skilled at reporting and publishing. Churches and other community groups also publish bulletins and

SEE **MORRIS** PG. 9

MORRIS

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newsletters - might some of those people be interested in sharing their talents with the Auxiliary?

Where might you find people skilled at public speaking; videotaping; flying; operating radios; photography; writing; teaching; computers; websites; pollution response; front end analyses; radio/TV programming; making signs, banners, posters or flyers; skilled in leadership; good at working with people; eager to assist with homeland security?

The possibilities are endless for recruiting members who don't necessarily show up at our usual recruiting sites. And as we know from past experience, once people become members of the Auxiliary they tend to broaden their interests to include a wider range of missions. Thus it is likely that many people who are recruited for specific missions will become interested and participate in other Auxiliary

missions as time goes on.

Does mission-specific recruiting work? ABSOLUTELY! Since I first started talking about the idea last fall, I have heard numerous stories about flotillas that have tried targeted recruiting and who have seen dramatic increases in membership and in their ability to perform various missions. In one case with which I am especially familiar, the Fort Myers Florida Flotilla recruited several dozen dedicated new members to augment the local Coast Guard Station, and not one of them came from a PE class or a boat show or a Vessel Safety Check! For more information on that outstanding program, see the article by Jeff Mahl on page 26.

OTHER RECRUITING RESOURCES

In addition to mission-specific recruiting, if you visit our national members' webpage (<http://www.cgaux.org/cgauxweb/re-direct.htm>) and search on the word "recruiting" you will find almost 200

web pages with lots of ideas. Several outstanding online resources that are full of recruiting ideas are:

- The Recruiting and Retention Manual COMDTPUB P16794.12B is available through Materials Officers from ANSC (#5004) and is also available online at <http://www.uscg.mil/hq/g-o/cgaux/Publications/Manuals/rrmanual/toc.htm>
- Past issues of THE INTERCHANGE are available online at <http://www.cgaux.org/cgauxweb/personnel/InterChg.html>

The National Commodore has set a goal of 40,000 members by 2005. The Personnel Department has set an even more ambitious goal of 40,000 members by 2004 and 45,000 members by 2007. Both goals can be reached but only if you and your flotilla recruit more widely from people in the community who can contribute significantly to specific Auxiliary missions. WE NEED YOU TO MAKE IT WORK! ☺

SEIBERT

continued from page 7

As we are asked to do more in support of the Coast Guard and the Department of Homeland Security, we can statistically show what can be expected for each additional thousand dollars added to our overall funding base.

AUXDATA is the only way we can substantiate the "return" on the Auxiliary investment.

The Coast Guard utilizes these statistics to determine the capability of employing the Coast Guard Auxiliary in Coast Guard operational planning. Moreover, AUXDATA is a planning tool to identify gaps in program areas, as well as our readiness, capability and sustainability. Our national and district leaders use the information for reports and briefings to the Commandant, Area and District Commanders and other senior Coast Guard leadership. Additionally, AUXDATA information is used for speeches and various presentations to outside organizations and

other outreach initiatives.

Many Coast Guard and Coast Guard Auxiliary awards and recognition programs are based on AUXDATA information. These numbers are also used to track program areas, to see if members are increasing their activity in certain programs or losing interest in a particular program. Without accurate data, the National leadership is unable to make appropriate changes or improvements to program areas, or possibly discontinue certain areas of activity. This information is essential to the leadership at each level of the Auxiliary as it helps them to manage their strategic programs, goals and objectives and to manage our members' expectations.

The increased use of computers, particularly among the Coast Guard and the national levels of the Auxiliary, has made it much easier to capture and sort data. In many areas of the country, our members can submit their data electronically using fill-in forms, without ever generating a paper record.

The ability to capture data electronically has also resulted in an increasing amount of data being requested by personnel at these levels especially in the aftermath of Sept. 11, 2001 and in our transition into the Department of Homeland Security. Today, as the Auxiliary is infused into Coast Guard Operational Plans, this information is important not only for budgetary purposes but operational planning as well.

PowerPoint presentations are available to download from the national web site or by request from your Information Systems Officer for your training and 20 minutes at the end of a meeting may be enough to obtain widespread use of the system throughout your unit. It's time well spent.

Please keep these goals in mind when you prepare and submit reports to AUXDATA. Your volunteer activity is important on many levels and the only way we will have access to what you've accomplished and the Auxiliary's overall value, is if you report it.

Semper Paratus! ☺

TCT/RM: What Happened?

At the 2002 National Conference, it was announced that the new Risk Management Program would satisfy the Team Coordination Training (TCT) requirement. This announcement was based upon an agreement worked out with the program manager in G-WKS and it was made in good faith.



COMMODORE
GEORGE
JEANDHEUR

NATIONAL
DIRECTORATE
COMMODORE
OPERATIONS AND
MARINE SAFETY
(OMS)



The motivation for creation of the RM program was information provided by headquarters that the money supporting TCT in the field had dried up three years ago. As a result, we had not pursued TCT in a robust manner the last few years while we were under the mandate by the National Transportation Safety Board to complete TCT training. Additionally, we could not get a handle on accurate numbers of members who had actually taken TCT. Records only provided total numbers having taken TCT and did not disaggregate the data to indicate individuals who had taken it multiple times.

In Sept. 2002, after further review, Officer of Safety and Environmental Health (G-WKS) decided for safety reasons that TCT was more appropriate. As a result, RM was no longer sanctioned to satisfy the TCT requirement. Numerous discussions and meetings took place following that and resulted in the findings that the information provided about lack of funds was never the case. In addition, the NTSB mandate turned out to be a recommendation as opposed to a mandate. Consequently, misinformation was to be the driving force in the development of RM to fill the gap to provide risk management training for the membership.

CAPT Hill, Chief Director of Auxiliary, proposed a waiver to G-WKS to extend the deadline for TCT training into next year. The latest communication put out by G-WKS has extended the deadline to May 31, 2004. Discussions with HQ indicate there is money to support TCT training in the field. It is important that members in the operational community complete TCT training prior to May 31, 2004 as it is a Commandant requirement. After that date, individuals will not be able to receive orders until the training is completed. Unit leaders are encouraged to request TCT training for their members through their chains of communication.

At the summer National Executive Committee meeting, the Operations Workshop for 2004 was approved as a mandatory workshop. The workshop will be required for mem-

bers in the surface ops and marine safety communities. As before, members will have until June 2004 to complete it. Aviators and Auxiliary communications watchstanders will not be required to take this workshop. Aviators will have their own workshop.

RADM Pluta, Assistant Commandant for Marine Safety, Security and Environmental Protection, signed off on the ALCOAST just prior to his retirement, announcing the approval of the 10 Personal Qualification Standards for qualification in the TRIDENT Program. Members are now free to pursue this training and ultimately qualifying to wear the Auxiliary Trident device.

Under the direction of the Chief of Staff, COMO Gene Seibert, the Operations and Marine Safety Directorate has been working on various elements of the Auxiliary Maritime Homeland Security Program. This program will greatly enhance our ability to more effectively and efficiently support the Homeland Security initiative.

The Commandant's Aviation Safety Board released its final report on the accident in Feb. 2001. The recommendations include alignment of AUXAIR to Coast Guard Airstations, additional training in Crew Resource Management (CRM) and spatial disorientation as well as training for AACs, District Flight Safety Officers (DFSOs) and DSOs AV. Office of Chief Director (OCX) and the National Operations Department are working together to map out the strategy to comply with those recommendations. You will hear more as the plan develops.

The decision was reached at the summer meeting on what DSOs will be attending N-TRAIN 2004. From the OMS Directorate, we will have DSOs AV and CM in addition to DSOs-MS. The AV's met two years ago and it has been a long six years since the CM's met for training.

Once again the boating season is upon us and we have much to do to support Homeland Security. Answer the call as best you can and stay safe on the water and in the air. ☪

NATIONAL CONFERENCE 2003 REGISTRATION FORM

28 August – 31 August 2003

Mail to: **Ann Beecher, DVC-NR, P. O. Box 1147, Lake Dallas, TX 75065-1147**

Early bird registration will be until 31 July. Receipts and confirmations will be mailed by 15 August. **Do not mail registrations to the above address after 31 July.** Email questions to Beech@centurytel.net

Please Print. The names should be written as they will appear on the nametags.

Name: _____ Check one: Auxiliarist Coast Guard Guest Other
 District: _____ Auxiliary Office: _____ or CG rank _____
 Name: _____ Check one: Auxiliarist Coast Guard Guest Other
 District: _____ Auxiliary Office: _____ or CG rank _____
 Name: _____ Check one: Auxiliarist Coast Guard Guest Other
 District: _____ Auxiliary Office: _____ or CG rank _____
 Address: _____ City: _____ State: _____ Zip: _____
 Email address: _____

<u>Item</u>	<u># of Persons</u>	<u>Cost</u>	<u>Amount</u>
Registration: <i>All attending must be registered</i>			
Early bird discounted registration fee (By 31 July .)	_____ x	\$20.00	_____
Registration fee after July 31 (On-line or Registration Desk Only)	_____ x	\$25.00	_____
Friday Night Fun Night Buffet*	_____ x	\$38.00	_____
Saturday Banquet Choices: *			
Sirloin Steak	_____ x	\$47.00	_____
Chicken Wellington	_____ x	\$43.00	_____
Friday NAPDIC Lunch: (Current & Past DCO'S & guests)	_____ x	\$25.00	_____
<i>*Required for reimbursable orders</i>			
Total			_____

Payment Options:

- Enclose Check for the total amount with the form. Make checks payable to **CGAuxA, Inc.**
- Use Credit card. **PRINT CLEARLY ALL ENTRIES BELOW** and mail with registration form

Name: *(Name must be as appears on card)* _____

Address/POB: *(Must be billing address for the credit card)* _____

City, State, Zip Code _____
 Phone: Day () _____ | Home | Business
 Phone: Evening () _____ | Home | Business
 Fax #: () _____

Member Info: District ___ Division ___ Flotilla ___
 (Required)

Method of Payment: Circle type of card

MasterCard VISA

Card Number

Expiration Date: MO. / YR.

Validation No (located on back of credit card) _____

Signature: _____

To register on-line go to www.cgaux.org and click on the registration link or go to <http://cgaux7.org/d7store/browse.asp?cat=84&path=84> before August 15.

Disclosure statement pursuant to S6115 of the Internal Revenue Code: The value of the goods and services which you will receive for the registration fee is equal to the amount of the fee. Therefore, no part of the registration fee constitutes a charitable contribution.

To make reservations at the Gaylord Opryland by 1 August. Go to

[http://reservations.oprylandhotels.com/cgibin/lansaweb?procfun+roweb+roweb05+res+funcparms+up\(a2560\);:USCST](http://reservations.oprylandhotels.com/cgibin/lansaweb?procfun+roweb+roweb05+res+funcparms+up(a2560);:USCST).

If you prefer to call the hotel, the reservations number 1-888-777-6779. Be sure to ask for N-USCST group code to get the conference rate of \$82.00.

NACON 2003

OPRYLAND, NASHVILLE
AUGUST 28 - AUGUST 30

AGENDA

THURSDAY, AUGUST 28

Travel Day - LRPC, Fund Raising Cmte.

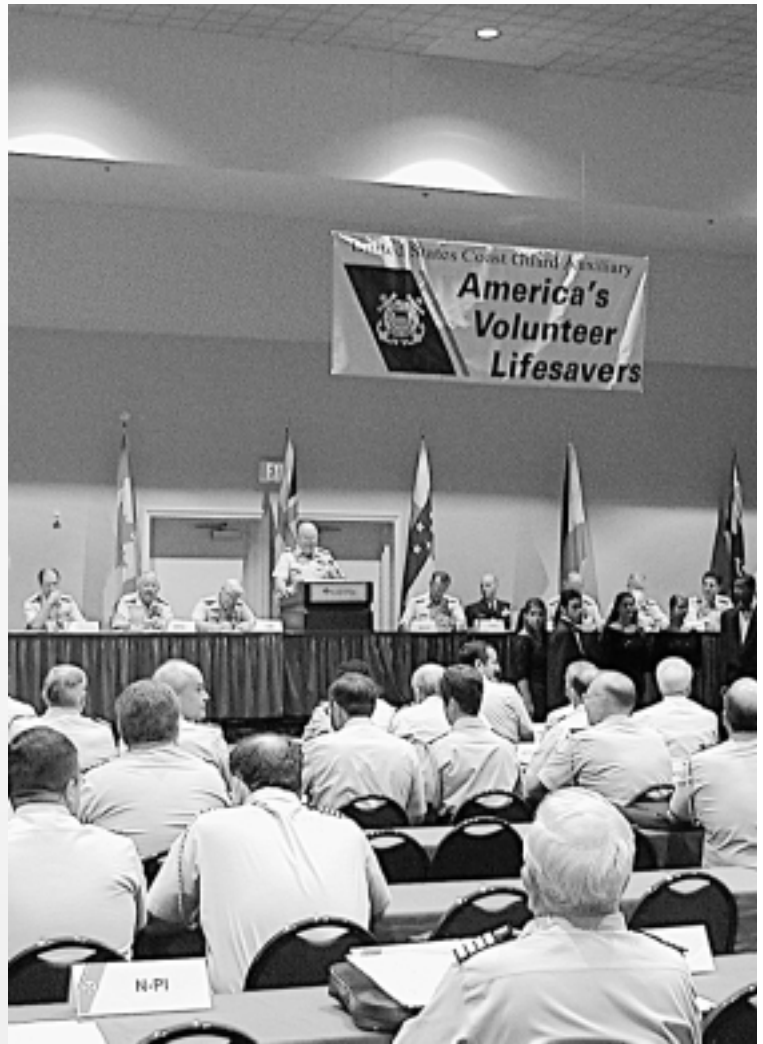
0730 - 1000 Area Meetings (3)
0730 - 1000 Strategic Marketing Committee Meeting
1015 - 1200 National Board Executive Meeting
1200 - 1700 Wellness Period
1730 - 2000 Area Hospitality Suites Open

FRIDAY, AUGUST 29

0730 - 0930 Meeting of the Committee of the Whole
0930 - 0945 Break
0945 - 1130 CGAuxA, Inc. Board Meeting
0945 - 1615 CHDIRAUX Meeting with DIRAUXs & OTOs
1300 - 1500 Prospective DCO Training (Nuts & Bolts)
1300 - 1700 LRPC Meeting
1300 - 1500 Fund Raising Committee Meeting
1300 - 1430 General Training Sessions (7)
1445 - 1615 General Training Sessions (7)
1730 - 1830 Attitude Adjustment (Cash Bar)
1830 - 2300 Fun Night and Dinner (Western/Country attire)

SATURDAY, AUGUST 30

0730 - 0800 Music
0800 - 0930 Opening Ceremony, National Board Meeting
0930 - 0945 Break
0945 - 1200 National Board Meeting (continued)
1300 - 1500 National Board Meeting (continued)
1300 - 1430 International Panel Discussions
1300 - 1430 General Training Sessions (7)
1445 - 1615 General Training Sessions (7)
1530 - 1700 Commandant's Meeting with National Board, NADCOs, PNACOs and DIRAUXs
1830 - 1930 All Hands Reception - Cash Bar
1930 - 2200 Commodore's Banquet



UNIFORM OF THE DAY

● August 27

Civilian Casual

● August 29

Daytime meetings

CGAuxA Board & Staff – Association
Polo Shirts Presenters - Tropical Blue
Long Others - Civilian Casual,
including NAPDIC lunch

Fun Night

Western/Country or civilian casual



● August 30

Daytime meetings

Tropical Blue Long (or civilian business attire)

Banquet

Dinner Dress (White Jacket),

Dinner Dress Blue, Auxiliary Blazer

Uniform w/ Black Bow Tie, Civilian formal,
semi-formal or business attire

TRAINING SCHEDULE

FRIDAY, AUGUST 30

1300 - 1430

- One Stop Shopping for Public Affairs (A)
- On Water Training (E)
- AUXDATA & AUXINFO (I)
- Emergency Response Planning (M)
- Aviation Program Update (O)
- Diversity Management (P)
- Leadership Continuum: AUXLAM, FCA, AMLOC, ASOC (T)

1445 - 1615

- USCGAUX RBS Org. Liaison (B)
- America's Boating Course (E)
- USCG Marine Safety Program- Meeting the Support Needs (M)
- Maritime Domain Awareness and Homeland Security (M&O)
- Targeted Membership Recruiting (P)
- ON Line Testing (T)
- Vessel Examinations Update (V)

SATURDAY, AUGUST 31

1300 - 1430

- USCG AUX RBS Org. Liaison (B)
- New Short Courses (E)
- E-Auxiliary (I)
- Developing Members' Critical Skills (M)
- Communications (O)
- Targeted Membership Recruiting (P)
- On Line Mentoring & Conferencing (T)

1445 - 1615

- One Stop Shopping for Public Affairs (A)
- Tricks of the Trade - "How to Make Public Education Zing in Your Flotilla (E)
- USCG Marine Safety Program-Meeting the Support Needs (M)
- Maritime Domain Awareness and Homeland Security (M&O)
- Boat Crew - Creating a Successful Mentoring Program (O)
- Game Show of Recruiting - Wit & Wisdom (P)
- Newly Re-Engineered Marine Dealer Visitor Program (V)

Plan now to attend these training sessions and receive information on the latest developments in our programs materials. The following presentations/workshops may be of special interest.

- ONE STOP SHOPPING FOR PUBLIC AFFAIRS - One stop shop for all the tools you will need to run a successful public affairs program.
- USCG AUXILIARY RBS ORGANIZATIONAL LIAISON - The presentation will outline successful nationwide organizational partnerships between the Auxiliary and other Recreational Boating Safety Supporter Organizations. It will explain how the unit membership (District/Division/Flotilla) can assist the Department of Boating in negotiating future partnerships at an Auxiliary grassroots level.
- ON WATER TRAINING - The revised program and how it works, as well as tools for attracting new members.
- AMERICA'S BOATING COURSE - The best we can offer in a one-day venue; selling and pricing the course; and when they will not come to your classes, ABC as a product.

- NEW SHORT COURSES - How to read Nautical Charts, Navigating with GPS, and The New and Improved Boating Safety Course.
- TRICKS OF THE TRADE - HOW TO MAKE PUBLIC EDUCATION ZING IN YOUR FLOTILLA - Getting the public to come to classes....techniques in promotion and advertising; Marine Dealers...your ally in successful Public Education; Why one-day courses really do work; and Value-added Public Education.
- AUXDATA and AUXINFO - An Overview for our Members
- E-AUXILIARY - Overview of all the online resources and services available to members as well as important tips for your home computing
- USCG MARINE SAFETY PROGRAM - MEETING THE SUPPORT NEEDS - Analysis of the MSO-Augmentation Survey; Review survey findings;

Analyze the various types of skills needed; Identify those PQSs to meet those needs; and making your training program responsive to those needs.

- "DEVELOPING MEMBERS' CRITICAL SKILLS" - Overview and prioritization of Auxiliary PQSs in Maritime Homeland Security; Getting the membership "on board" to qualify.
- EMERGENCY RESPONSE PLANNING - Reviewing and applying the basic principles and understanding why such planning is important.
- MARITIME DOMAIN AWARENESS & HOMELAND SECURITY - Our current boat crew and aviation training programs place little emphasis on the knowledge and skills needed to make intelligent observations that can be used to improve the safety and security of the ports. Maritime Domain Awareness (MDA) for Auxiliary surface and aviation assets blends recognition of the threat and anticipation of the vulnerabilities. Identify

SEE **NACON** PG. 14



Nashville at night. Photo by Bill Mason, FSO-PA-11-04 BER

NACON

continued from page 13

the knowledge and skill sets needed to be effective CG force multiplier in Homeland Security. Learn about some of the initiatives being developed to improve our ability to respond to the new normalcy and surge operations.

- **AVIATION PROGRAM UPDATE** - The aviation program is soaring as new tools are being developed for pilots, aircrew and air observers. Learn about the new Pilot and Air Observer Tests available on line. A new Air Training Manual is being developed to assist those involved in training and qualifying members. Aviation safety will be central to our discussion, highlighted by a review of Pilot Medical Standards by Robert S. Poole, MD, the USCG Auxiliary Flight Surgeon and FAA Deputy Air Surgeon.
- **COMMUNICATIONS 2003** - Where does the Communications Program fit in the puzzle of Auxiliary Homeland Security issues? Hear about the role that the DSO CM can play in the district and area communications chain in surge operations. Review initiatives in the USCG/FWHA HF program to improve training and net drills. Identify how the CG Communication Watchstander Qualification Guide can increase training opportunities to better prepare members to provide support for CG operations under standard and surge conditions.
- **BOAT CREW - CREATING A SUCCESSFUL MENTORING PROGRAM** - It is clear that the need for qualified coxswains and crew will increase dramatically as the Auxiliary takes its place as the premier volunteer organization in the Department of Homeland Security. That makes an effective flotilla-based mentoring program a necessity. In this presentation, you will identify some common obstacles encountered in creating a flotilla-mentoring program, and discuss strategies for recruiting mentors and maintaining interest, activity and quality in the program.
- **TARGETED MEMBERSHIP RECRUITING** - Tried and true techniques that really work. Target Recruiting is a powerful strategy for building strength within flotillas. This session will help you give your recruiting efforts a "shot in the arm". Learn how to multiply your potential pool of members by recruiting for a specific mission.
- **DIVERSITY MANAGEMENT** - The session will provide specific guidelines for managing diversity in the Auxiliary. A combination of lectures, self-evaluation and interactive exercises will ensure each participant an enjoyable journey in Diversity Management. Furthermore, you will be provided with the tools needed to move the Auxiliary forward in a positive direction.
- **GAME SHOW OF RECRUITING - WIT & WISDOM** - This session is planned to be a learning experience, combining information and fun. Bring along your questions, applause, laughter and knowledge. Who knows, you may be a Game Show participant.
- **ON LINE TESTING (NAT'L TESTING CENTER)** - An in-depth view of how to take on line examinations. The training session will show how to interact with the training presentations for the courses, how to hook-up with a mentor and how to get help.
- **ON LINE MENTORING & ON LINE CONFERENCING** - Learn how to take advantage of this new online service from the Department of Training. Explains how to utilize any of forty experts to answer your questions regarding training subjects rapidly and accurately.
- **LEADERSHIP CONTINUUM: AUXLAM, FCA, AMLOC, ASOC** - Detailed explanation of each course and the mechanism for applying to each.
- **VESSEL EXAMINATIONS - UPDATES** - Updates on changes in the VE Program, including the new "I Want A VSC," as well as information developed by an outside consulting firm to promote our program.



LEFT: Coast Guard class enjoys a light moment. RIGHT: Luis Felipe Clay Méndez explains a point. U.S. Coast Guard photos

SPANISH 101 -

Auxiliarist Builds Coast Guard Language Program

BY WAYNE SPIVAK, BC-AIG
National Press Corps

With over 35,000 members, the Auxiliary contains an extremely diverse and skilled membership. It is this diversity, this group of men and women, which make the Auxiliary such an important component of Coast Guard Forces.

Within the diversity one member currently stands out by virtue of his educational initiative which is assisting a broad range of Coasties.

Luis Felipe Clay Méndez, Ph.D., is a member of District 8WR. When not volunteering his time for the Coast Guard as an Auxiliarist, Mendez is a Professor of Spanish at Eastern Illinois University. This past summer, Mendez was able to meld his profession with his devotion to duty and began the first of what will become a model educational program, crash language courses.

"My 'dream' was to develop a method for teaching my native language - Spanish - to the Coast Guard. I

realized that this would be quite different from the type of instructing I was accustomed to," Mendez said. During a casual lunch-time conversation with CDR David Roundy, Director of Auxiliary, 8WR and Admiral Ray Casto, Mendez realized that not only was there a need, but a desire on behalf of the Coast Guard for a language program.

Mendez began to create the best course he could possibly devise for the Coast Guard. His best, became the Basic Emergency Spanish Training (B.E.S.T.).

The program comes with a 50-page booklet, Power Point presentation and is taught in two seven-hour sessions.

"This is not conversational Spanish," says Mendez, "but vocabulary that would be suitable for Coast Guard personnel involved in law enforcement, fire fighting and medical emergency situations."

After honing the course on fellow Auxiliarists in his local flotilla, Mendez was ready to take his course on the

road and began teaching Spanish. From Galveston to Sabine Pass, Texas, the course was given to a cross section of Coast Guard Forces, newly assigned seaman to seasoned chiefs, young ensigns to Lieutenant Commanders, all eager to improve themselves to improve their performance as professionals.

The concept and course was so successful, that Klaus Baumann, N-Id, Deputy Director of the USCG Auxiliary International Affairs Directorate (IAD), has plans to migrate this course into French, Vietnamese and even English.

Why English? Because, the IAD works with Coast Guards and Auxiliaries worldwide and not everyone speaks English.

The "B.E.S.T." value is always a winner, whether you're selling a car or a concept. In this instance, Mendez saw the need for an educational program crucial to the success of many of the missions the USCG undertakes and created a successful solution. ☪

NATIONAL TRAINING UPDATE

MAY 19, 2003

TRAINING COURSE	TEXT	STUDY GUIDE	INSTRUCTOR GUIDE	COURSE TIME (HOURS)	EXAMINATIONS
New Member Course	AUXMAN 5027 M16790.1E 5027A New Mem Ref Guide	5028 P16794.40A	5025 P16794.39A		5536 Code 482 Edition 11, Test 82 Passing Grade 80%
QUALIFICATION TRAINING					
Instructor Qualification MI discontinued	Part A	5501 P16794.44 5500 P16794.45	5503 P16794.46 5499 Transparencies	12 hours	5534 Code 488 Edition 3, Test 21 Open Book ⁵ <i>ON LINE TESTING</i>
Vessel Safety Check	2001 M16796.8			10 hours	5544 Code VSC, Edition D, Test 99, Open Book ⁵ <i>ON LINE TESTING</i>
Marine Dealer Visitor	5017 M16796.3B			6 hours	5550 Code 796, Edition 2, Test 02, Open Book ⁵ <i>ON LINE TESTING</i>
Pilots & Air Crew	2008 M16798.5A 2007 M16798.3D, CH 1 & 2				5553 Pilots/Air Crew: Test 4 <i>ON LINE TESTING</i>
Air Observers	2008 M16798.5A 2007 M16798.3D, CH 1 & 2				5552 Observer: Test 3 <i>ON LINE TESTING</i>
SPECIALTY COURSES					
Administration (AUXMIN)	AUXMAN 5027 M16790.1E	INTERIM ² Download from http://www.cgaux.org/cgauxweb/home_frame_760a.htm Obtain slides from http://www.auxetrain.org	INTERIM ² Download from http://www.cgaux.org/cgauxweb/home_frame_760a.htm Obtain slides from http://www.auxetrain.org	12 hours	INTERIM EXAM 5547 Code 492 Edition 9, Test 52 <i>ON LINE TESTING</i>
Communications (AUXCOM)	5504 P16794.32B	Included in Text	5505 P16794.33B Lesson Plans Transparencies	14 hours	5538 Code 493 Edition 5, Test 53 5538B Code 493 Edition 5, Test 54 <i>ON LINE TESTING</i>
Navigation (AUXACN - A) (AUXACN - B)	5526 AUXACN TEXT/ STUDY GUIDE	5526 AUXACN TEXT/ STUDY GUIDE		32 hours	FOR EDITION 3 and EDITION 4 OF ACN TEXT: (A) 5545 Code 495 Edition 2, Test 1 (B) 5546 Code 496 Edition 2, Test 1

TRAINING COURSE	TEXT	STUDY GUIDE	INSTRUCTOR GUIDE	COURSE TIME (HOURS)	EXAMINATIONS
SPECIALTY COURSES (continued)					
Patrols (AUXPAT)	5506 P16794.28A	Included in Text	5507 P16794.27A	10 hours	5539 Code 494 Edition 7, Tests 51 5539B TEST 52, 5539D TEST 53 <i>ON LINE TESTING</i>
Search and Rescue (AUXSAR)	5508 P16794.35B	Included in Text	5509 P16794.36.B 5509A Transparencies	12 hours	5540 Code 497 Edition 10, Test 51 5540B Code 497 Edition 10, Test 52 <i>ON LINE TESTING - 06/01/03</i>
Seamanship (AUXSEA)	5510 P16794.42 & Chapman's Piloting	5510 P16794.42	5511A P16794.41 CH-1 Transparencies	10 hours	5541 Code 498 Edition 4, Test 5 <i>ON LINE TESTING</i>
Weather (AUXWEA)	5523 P18794.30A	Included in Text	5524 P16794.29A 5522 Transparencies	12 hours	5542 Code 499 Edition 6, Test 51 5543 Test 52, <i>ON LINE TESTING</i>
AUX OFFICER TRAINING					
Administrative Procedures Course (APC)	Auxiliary Manual 5027 M16790.1E	5516 Student Study Guide	5515 Instructor Guide	8 hours	INTERIM EXAM 5549 Code 500 Edition 8, Test 51 <i>ON LINE TESTING</i>
BOAT CREW					
QUALIFICATION Navigation Rules (NAVRULES)#485	5532 M16672.2D			20 hours	5554 Code 075 Series <i>ON LINE TESTING</i> Passing Grade 90%
REQUALIFICATION³ COXSWAIN/PWC Operator renewal (NAVRULESREQUAL)	5532 M16672.2D			20 hours	5555 Code 095 Series, Open Book ⁵ , Edition 4, Test 02 & 03. Passing Grade 90% (4/2001) <i>ON LINE TESTING</i>
Operations Policy Crew/Coxswain Boat Crew Training BCQ Crew Member BCQ Coxswain BCQ PWC Operator	Manual 2007 M16798.3D Manual 2017 M16114.5B Manual 2018 M16794.51 Manual 2018a M16794.52 Manual 2018b M16794.53 Manual 2018c M16794.54	On line testing - In addition to the exam listed above, the ICS 100 exam, the Good Mate exam and the Intro to MSEP exam can be taken on line. All on line exams can be found by going to www.auxetrain.org and clicking on the exam link. Proctored exams require the proctor to be registered prior to a student requesting a proctored exam. Members taking on line exams are reminded to read the instructions concerning on line exams, prior to taking an on line exam.			

NOTES:

1. The four digit numerals are ANSC item numbers and when ordering these numbers should be used. Only DIRAUX or his/her designate can order exams from ANSC.
2. An Interim AUXMIN course is available on the AUXWEB. The examination must be ordered from your DIRAUX as with other OSC examinations.
3. This examination supercedes Navigation

- Rules Examination for Coxswain Series 095, Edition 3, Test No. 1. Renewal Examinations, Series 095, Edition 3, Test No's. 2 & 3 remain in effect.
4. This is the new Boat Crew Manual for both Auxiliary and Coast Guard.
 5. Unless otherwise noted, all open book exams have a 3-hour time limit with passing grade of 90%. Closed-book exams have no time limit and a passing grade of 75%.

6. Auxiliarists taking the AUXACN course no longer take the examination included with the ACN text and student study guide package. They must now take both the AUXACN-A and AUXACN-B examinations that are obtained from their DIRAUX as with other OSC examinations.

*Oliver D. T. Lynch, Jr., DC-T,
Department of Training*

International Boating and Water Safety Summit

BY HARRIET HOWARD, DVC-AP

The International Boating and Water Safety Summit was held this year at the Alexis Park Resort in Las Vegas, Nevada, April 13-16, 2003.

The Summit, "a cooperative effort" between the National Safe Boating Council and the National Water Safety Congress, was an exchange of boating and water safety information. Nearly 450 participants, from the United States, Canada, Brazil, Ireland and Italy, represented many boating safety organizations including the United States Coast Guard and Auxiliary, the Army Corps of Engineers, Boat U.S. Foundation, the National Association of Boating Law Administrators and the Canadian Safe Boating Council.

During the summit, a variety of marine products, from boats to buoys and PFDs to robots were on display in the exhibit area.

The Coast Guard Auxiliary booth was well staffed by Auxiliarists from Divisions 9 and 10 of District 11SR. Twin Coastie robots circulated among the crowds, urging everyone to "Boat Smart - Boat Safe."

The summit was a working conference where professional and volunteer groups shared their expertise on various topics: Education, Outreach and Awareness, Water Safety Education, Risk Management/Liability, Paddlesport Safety, Law Enforcement/Boating Under the Influence.

Several breakout sessions dealt with paddlesports, the popular recreational activities of canoeing, kayaking and whitewater rafting. A poolside paddlesport demonstration and a rafting trip on the Colorado River were highlights of the summit.

CAPT Scott Evans, Chief, Office of Boating Safety, U.S. Coast Guard, joined paddlesport experts, Pamela



Mike Davis (left) and Ron Lott (right) FLT97 11SR. Photo by Harriet Howard

Dillon, Charles Walbridge and Fred Messman in discussing the need for accurately reporting boating fatalities, particularly of canoes and kayaks. Evans urged boaters to know their craft, the weather, water conditions, the environment and how to manage risk. Regarding fatalities, the captain commented, "One death is too many." He said that education was the bottom line and that all boaters need to wear their PFDs and know their equipment.

In his presentation Dr. Robert Conn, of the SmartRisk Foundation, focused on teenagers, "the highest risk" group for boating injuries and fatalities. He stressed the need to reach teenage boaters through "Do Rules," "Buckle Up," "Boat Sober," "Wear the Gear," "Get Trained."

Coast Guard Auxiliarists were among the featured speakers at the Summit. CAPT Bob Melvin, Retired Deputy Chief, Division of Boating, U.S. Coast Guard and Coast Guard Auxiliary, discussed partnership

opportunities between the Auxiliary and other marine organizations. Debbie and Ed Huntsman, Division 10, 11SR, boating safety instructors, urged a team approach in furthering boating safety education. Ronn Lott, Marine Safety Officer, Division 9, 11SR, was a speaker in a Youth Water Safety discussion.

On Wednesday afternoon, teams of contestants from various boating organizations participated in a "Family Feud of Boating Safety" quiz. The fastest correct answer scored the points. The winning team - The Coast Guard Auxiliary!

The summit ended on Wednesday night, with an awards banquet. The National Safe Boating Council and the National Water Safety Congress presented awards to many individuals and organizations for their outstanding boating safety programs.

Next year's summit will be held in Panama City, Florida, April 18-21, 2004. ☪

CONGRATULATIONS TO THE “IS” OFFICERS

BY MARILYN MCBAIN, DC-I

It appears that much training has been going on by the looks of the following usage chart that I received from LCDR Mike Ryan, OCX-1. The use of the AUXDATA Cubes in the AUXINFO program has increased while the use of the AUXMIS Cubes is decreasing.

The word must be getting out. With all of the power point presentations that are now available, if you haven't shown a "How To on AUXINFO" at your flotilla meeting, think about it for the near future. Explain to your members how to look at their performance hours to verify that they have all been entered into the system.

CUBE SESSIONS	FY 2002	FY 2003	ALL FISCAL YEARS
AUXDATA AWARDS	2420	3907	6327
AUXDATA COMPETENCIES	4770	8022	12792
AUXDATA DEMOGRAPHICS	926	1531	2457
AUXDATA FACILITIES	2281	2836	5117
AUXDATA MEMBER ACTIVITIES	8611	42783	51394
AUXDATA TASKS	1758	5193	6951
AUXDATA UNIT ACTIVITIES	1324	4519	5843
AUXDATA UNIT LOCATIONS	860	905	1765
AUXMIS AIDS TO NAVIGATION	671	219	890
AUXMIS AWARDS	1829	527	2356
AUXMIS DEMOGRAPHICS	1072	268	1340
AUXMIS MEMBER COURSES	1515	493	2008
AUXMIS MEMBER QUALIFICATIONS	6820	1820	8640
AUXMIS MEMBER WORKSHOPS	1164	225	1389
AUXMIS OPERATION HOURS	5205	2014	7219
AUXMIS PUBLIC AFFAIRS	456	191	647
AUXMIS PUBLIC EDUCATION CLASSES	1085	500	1585
AUXMIS SEARCH AND RESCUE	556	218	774
AUXMIS VESSEL EXAMINATIONS	2516	1007	3523

AUXDATA FORMS:

We would like to implement a quarterly schedule for updating any changes to AUXDATA Forms.

Implementation schedule is for March 1, June 1, September 1 and December 1 each year. Any required changes should be sent to Bud Nusly, DVC-IF, through the Department Chief responsible for the program the change is applicable. All forms will be modified as time permits, to include the new member ID change and Department of Homeland Security. By using this schedule, you would know when to look on the web for new/changed items and ANSC will be

able to adjust their inventory pending the notice that a form is undergoing a revision.

AUXINFO Tips For The Member Activities Cube:

It is important to know what you are planning to retrieve when going into AUXINFO. You may go into your district, division, flotilla, or your individual name. Look at the following buttons which are the default settings:

All Facilities: This may be changed to Air, Vessel, Radio, or Unit.

All Years: This may be changed to Current Calendar Year, or Fiscal Year. If you see any years prior to 1939 or

any years in the future of current year, they may be keying errors and need attention.

All Positions: This may be changed to show just Lead, Non-Lead, or Training or Nest to show the breakout of each. If any positions are showing as blank, it is a keying error that needs attention.

Mission Hours: This may be changed to Mission Count, VSC Count, or MD Visits depending on what you need to see.

Buttons near the bottom of the screen that are very useful:

50 Rows: Change to All if you have a large report to show all of your flotillas/members.

20 Columns: Change to All if you have more than 20 columns.

Swap Axis: (The square with two arrows just to the right of the 20 Columns.) Click to show the least number of columns across the top and greater number as rows down left side.

Zero Suppression: Use the zero suppression to shorten the report to eliminate items with no performance.

Prepare Bookmark: Once you get the report the way you want it, either prepare a Bookmark or save as a Favorite.

Save as CSV Format: You have a choice of saving the file as either a .CSV or .PDF

Export as PDF Format: The choice should be determined by what the intended use of the information will be. If you plan to use it for awards eligibility, .CSV would be best because you may take it into a spreadsheet and sort the data. Or if you plan to give to your staff officers, you can hide columns and give each staff the data pertaining to their program.

If you are looking for flotilla overall performance, go into the Unit Activities Cube to get the totals by flotilla rather than using the Member Activities Cube. 🌀

HUMBLE HERO

Auxiliarist Named Winner of California Department of Boating & Waterways' Distinguished Public Service Award

BY: ED SWEENEY, BC-AIP

For the second year in a row, a Coast Guard Auxiliarist has been awarded the California Department of Boating and Waterways' Distinguished Public Service Award for extensive service to the state boating public. Formerly known as the Boater of the Year Award, it was established in 1980, to recognize the efforts of volunteer organizations whose members teach and promote boating safety education.

The award was presented to Jimmin Chang, PhD, Flotilla 48 11NR, by Acting Deputy Director Carl Moore (a RADM in the U.S. Coast Guard Reserve (retired)), at a ceremony in March 2003, during the District 11 Northern Region annual Training (D-TRAIN) Conference in Modesto, Calif.

Chang's professionalism and dedication are in keeping with the highest traditions of the United States Coast Guard and the Auxiliary," Moore said. Chang, 41, received the award for his continuous hard work with the U.S. Coast Guard Auxiliary, as exemplified by his invaluable assistance during a medical emergency at sea in 1998.

The U.S. Coast Guard responded to a call for assistance from a Chinese freighter. A Chinese-speaking crewmember had been seriously injured in a fall, and emergency medical personnel could not communicate with him.

Oct. 7, 1998 was supposed to be a recuperation day for U.S. Coast Guard Auxiliarist Chang, after coming back



Jimmin Chang holding the Distinguished Service Award.

Photo by Harry McBain, ADSO-PAP

from a weeklong business trip to Korea. The recuperation plan dramatically changed when the phone rang. Coast Guard Pacific Area Command Center needed a Chinese interpreter for medevacating a stroke patient from a freighter 600 miles off the coast of San

Francisco. The whole freighter crew was Chinese with very limited English capability.

The initial plan was for Chang to fly on the HC-130 so as to communicate with the vessel captain on the radio. But there was greater need to talk to



Chang's helo hovers by the ship with the disabled crewman.

Photos courtesy of the 129th Air Rescue Wing

the doctor on board and find out the details of the patient's medical history and the treatment that had already been given. As a result, Chang was assigned a "scenic" spot on the HH-60 helicopter. He departed Moffet Field at about 2:30 p.m. Weather was good and sea was calm.

Within 45 minutes from the first phone call, Chang was given the travel order number and was connected with the California Air National Guard 129th Air Rescue Wing. Chang was directed to report to Moffet Field within an hour, attend the briefing and prepare for the flight. Luckily, Auxiliarist Chang lives only 20 minutes from the air base.

Before he knew it, Chang was airborne in a rescue helicopter en route to the freighter, over 600 miles off the California coast. "It was kind of surreal," Chang said.

After two mid-air refuelings and a four and a half-hour flight, the Air Rescue Unit finally located the freighter. Unfortunately, the helipad on deck was too small and too hazardous for them to land. The two paramedic jumper/medics, as well as Chang, had to be hoisted down onto the aft deck, along with the basket and medical equipment. Chang did his interviews in Chinese, while the

medics did their assessments and treatment. The crew then helped prepare the patient for transport under the medics' instructions, which were translated into Chinese by Chang.

The crew was hoisted back into the helicopter and flown back to Moffet Field after two additional mid-air refueling operations in total darkness. An ambulance was waiting when they landed at Moffet Field at 12:30 in the morning. Chang assisted with the loading of the patient into the ambulance at the airport.

The mission was a success, but it wasn't over yet! The two medics and Chang accompanied the patient to Stanford Hospital Emergency Room, where Chang related the medical information, including the Chinese medications the patient received while unconscious, to the hospital staff.

It was 3:15 a.m. Sunday when Chang finally got home. He called the Coast Guard Command Center to inform them of his safe return, to find out that the duty officer was about to call the vessel. They both got on the satellite phone and informed the captain of the patient's status. According to Chang, "The crew was very appreciative of our efforts and was astonished that we were willing to fly 600 miles offshore from San Francisco to rescue

an unconscious foreigner in grave illness."

Although quite grueling, and requiring actions which endangered his own life, Chang regards the rescue as a very positive experience and he is grateful that he was able to contribute through his language skills on this occasion. Chang noted, "My Coast Guard Auxiliary training in radio communication and helo operations, plus my own emergency medical technician training prepared me well for the work I had to do. The only mistake I made was that I forgot to bring along a camera."

Chang joined the US Coast Guard Auxiliary in 1995. He is trained and qualified in the boat crew, public education, vessel safety check, marine dealer visitation and Coast Guard cutter operation programs. He has also received specialty training in search and rescue, communications, seamanship, navigation, patrol, weather and administration, and received his operational status (AUXOP) in 2002.

He served as the Flotilla Commander of Flotilla 48 in San Jose, for the years 1998-2000, and 2002-2003, and is currently serving as District Staff Officer, Marine Dealer Visitation (DSO-MV). Moreover, he served on the National staff as Division Chief in the Department of Boating from 1997-2000 and has held numerous staff offices at the flotilla and division levels.

Chang has earned the U.S. Coast Guard Auxiliary Coxswain device as well as several achievement awards and commendations during his short Auxiliary career, many with the "O" device. He also received the Sikorsky Aircraft Rescue Award for participating in that lifesaving mission with US Air Force 129th Air Rescue Wing.

When asked how he felt about his heroic deeds, and receiving this prestigious award, Chang replied "I'm not exactly sure what all the fuss is about. I was just doing what I signed on to do - to help boaters in any way I can. I enjoy serving in the Auxiliary and assisting the boaters of California, whether it's conducting a patrol, teaching a class, or conducting a Marine Dealer Visit. It's all good!" 🌀

WE ARE THE BEST .. BUT WE HAVE A LONG WAY TO GO!

BY RICHARD A. "DICK" CLINCHY Chief -Department of Education

In 2002, we enrolled over 54,000 adults in Auxiliary public education courses and when we count our courses for kids; we educated over 160,000 individuals about recreational boating safety. If we add in the mini-courses delivered during Vessel Safety Checks (VSCs) and useful safety information delivered at boat shows and in other venues, we easily reach around 300,000 Americans annually on issues of recreational boating safety. But, that's not good enough!

With over 15,000,000...that's MILLION...registered boats in the United States and around 20,000,000 paddle craft, it's likely that there are over 55,000,000 Americans involved in recreational boating of one kind or another. So, when viewed in those terms, it's obvious that we reach less than 1 percent of the recreational boating population each year. Our US Power Squadrons colleagues educate around 35,000 adults annually and the states reach an indeterminate number of additional boaters. So, perhaps 1 percent of recreational boaters are somehow "touched" each year. I don't now about you but to me that is barely scratching the surface...and the U.S. recreational boating population is constantly growing.

So with that background information - that I hope will disturb and motivate you a bit - let's see what your Auxiliary has available for you now and has planned in the months ahead.

Beginning in Feb. 2002, a major thrust got underway to overhaul the teaching support materials that you all utilize in your Public Education (PE) activities. At the same time we examined some delivery issues relative to how you obtain those materials and

other initiatives that, utilizing current technology, we might pursue to deliver enhanced capabilities to our members.

The first step in the process was identifying the talent within the Auxiliary to help us get the job done and we did so by bringing on board several people who, as part of their professional responsibilities, develop web-based and PowerPoint materials for their employers. With the competent staff on board, we set out to provide updated PowerPoint materials for every active Auxiliary PE course and that activity was completed by NACON 2002. Along the way, we discovered a variety of other services/improvements that needed to be addressed. So, let me tell you what's available for you:

- **Access to PE PowerPoint presentations** - There are two ways that you can get to the PE PowerPoint "library": (1) Contact AUXCEN and ask them to send you the current PE CD...distribution of this CD will be limited to DSO-PE, SO-PE and FSO-PE; (2) Go to the Education Department on the National Web and visit the PE Media Library. From there you can download any of the PE presentations, updates to the

presentations you are currently using and a variety of utilities. All of this material is constantly undergoing review and revisions where necessary. For example, in May of this year, an entirely new set of PowerPoint presentations for AUXACN was put into the PE media library that totally replaced what was put up there last summer. Why? Because based on the work of a very competent member and suggestions from others, we discovered that we could do better to serve you...and have. Likewise, if you visit the PE Media Library you'll notice that many of the PowerPoint lessons have differing revision dates. What we do is make changes as necessary and tweak lessons here and there to make them better.

- **Utilities** - Members have been frustrated by their inability to access zip files, view video clips, etc. So, we have added a set of free downloads that will enable you to utilize whatever we may be distributing on the Web as well as other materials commonly sent out via Auxiliary channels.
- **Resources** - Templates approved by the Education Department are avail-



Kids get a life jacket lesson from Coast Guard Auxiliaries. *U.S. Coast Guard photo*

able via download so that you can prepare internal training aids utilizing the same common look and feel of all of the Auxiliary education materials. You'll also find an ever-expanding library of additional public education resources to enhance your flotilla's capabilities.

Where are we heading in the future? Let's take a look:

- **Americas Boating Course (ABC)** You absolutely need to take a look at ABC as both a PE course and a product to be sold during your PE efforts, ramp days and boat shows. A principal focus of the You're in Command promotional campaign, in addition to VSCs, is ABC. ABC is a superior short RBS course and should become our standard one-day recreational boating safety course.
- **The Rest of Our Story** - This short PowerPoint was developed to support expansion of your PE efforts, for use at boat shows and in kiosks. This short presentation can be downloaded from the E Department PE Media Library. This presentation

promotes the whole gamut of PE courses, introduces folks to the products you have for sale through PE, i.e., Knot-Tying CD, Pocket Quick Reference Cards, ABC and finally, introduces those watching to the wide variety of activities in the Auxiliary.

In the works and things we know we need to address:

- **High-risk Boaters** - We're developing relationships and programs to reach the folks who constitute such a high percentage of boating deaths each year. Waterfowl hunters, anglers and paddlers don't consider themselves as recreational boaters in the classic sense and typically don't "hear" us when to talk about boating safety. So, we're approaching "their" groups and communities and hope that they'll start "hearing" the message regarding PFDs. The first initiative from a public education standpoint is a partnership of sorts with the National Rifle Association (NRA). Initially, an article will appear in American Hunter magazine and will reach 1.7 million hunting members

of the NRA. The article will also promote membership in Auxiliary. Beyond that, your Education Department is working with the NRA to update their hunter education brochures on water safety and hypothermia.

- **On Water Training** - A fabulous, fun safety training opportunity has only had limited success thus far. On Water Training is in the final stages of being evaluated and totally overhauled. Our objective is to simplify the program, make it more "user-friendly" and, in the end, make it more successful. Take another look at On Water Training and add this terrific activity to your public education repertoire.
- **New Boating Law Administrator (BLA) list server** - We have just launched a terrific new service to our members and to State Liaison Officers and Boating Law Administrators. Getting the word to our educators and members regard-

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ing statutory and regulatory changes has, at best, been somewhat variable in the past. By launching state-specific list servers, the BLA for any state in which you have an interest now has access to an Education Department maintained list server. And, if your BLA posts a new statute, regulation or information bulletin, you will get it immediately if you've simply registered for receipt of information from the list server. Simply visit the E Department site and get your electronic contact information entered into the database so you can stay on top of issues in states of interest to you...click on the BLA button at the top of the E Department page.

- **New short courses** - Using a bottom-up management approach, the Department is looking at a variety of potential new courses. A more appealing GPS course, a course on chart reading, electronic navigation and a few others are among those now being researched. The process will involve our Department staff and DSO-PEs evaluating potential courses and course materials. If the new material gets past that process, the draft course will then be piloted in select districts. Thereafter, if the course continues to survive, final touches will be put on the materials based upon the pilot courses and then deployed. The whole process leading from concept to new course delivery will likely take from five to seven months per new course but our focus in the foreseeable future will be on one-day programs. The first such new courses that you will likely see is a course entitled GPS for Mariners and a chart-reading course.
- **Homeland Security** - As many of you are aware, a hodge-podge of homeland security initiatives have sprung up around the country. Nearing completion is what will become the



Coast Guard Cutter Ibis conducts Homeland Security operations in Washington D.C. Photo by PA1 Zach Zubricki / U.S. Coast Guard

over-arching homeland security public education initiative for the Coast Guard and the Auxiliary - Operation On Guard. Based on the On Guard program developed in the 7th Coast Guard District, this expanded national program will include a public information booklet; an ON GUARD decal for display by the public on their vessel or their place of business; radio and TV public service announcements; large waterproof posters for posting at marinas and waterside businesses; and supplemental homeland security information that will be added to every Auxiliary public education course.

- **Heartaches and headaches** - The introduction of Let's Go Sailing was greeted by less than rave reviews by our very avid sailing members and they've let us know, in no uncertain terms, how they feel. Our department has a team tasked to come up with an improved approach to the sailing program...it's too early to even tell you what it'll be called but we hope that by NACON the new direction of the Auxiliary sailing education program will become clearer. In a similar vein, some problems have been uncovered with the public

navigation course. The textbook with the prior errata notation incorporated and corrected within the text went to the printer in April. The public navigation examination was heavily reviewed and completely revised in May. And, as mentioned above, the navigation PowerPoint resources were also totally revised in May.

- **Presentation Equipment** - Many flotillas are severely hamstrung insofar as effectively using the fabulous PowerPoint materials our team has developed. Why? The flotillas cannot afford to purchase the laptop and projector necessary to properly present the materials. So, AUXCEN and others are investigating how we can get our flotillas the best prices on this equipment and, perhaps, how we can deliver this equipment to them on a financial basis they can tolerate.

This is simply a brief overview of some of the activities underway in the Education Department. If you have concerns, complaints or suggestions, get them to your FSO-PE, SO-PE or DSO-PE and your concerns will become the concerns of someone in the Education Department. ☺

Auxiliary Aircraft Assists Coast Guard in Rescue

**STORY AND PHOTOS BY JIM ASHLEY,
SO-PA 5-D7**

Coast Guard Auxiliarist Philip Bouckaert, an annual visitor from Flotilla 15, D8-ER in Kentucky, is attached to Flotilla 51 in Riviera Beach, Florida. On the morning of March 3, Phil was standing radio watch at Coast Guard Station Lake Worth Inlet. It started out to be a slow morning, with very little radio traffic.

Meanwhile, out at sea, a recreational sailor awakened after 10 hours of sleep to find his 35-foot sailboat flooded with water and sinking. He quickly boarded his dinghy with a cell phone, an orange distress flag and some flares. The sailor was disoriented and unaware of his exact location, but he knew he was several miles off shore. With heavy seas splashing over him his 10-foot dinghy was rapidly taking on water. He dialed 911 on his cell phone, contacting the City of Delray Beach 911 operator. The operator relayed the request for assistance to the station and right into the lap of Auxiliarist Bouckaert.

Delray Police 911 calculated an approximate location for the cell phone transmission as somewhere offshore of Delray Beach. With the cell phone number provided by the Delray Police, Coast Guard Petty Officer Ivan Reales, now in the station radio room, made contact with the sailor and from a series of questions confirmed the sailor's approximate position.

Auxiliarist Bouckaert contacted Auxiliary Airplane (Aux3939C/CG 3939C) piloted by Auxiliarist Art Elliott of Flotilla 58, Fort Pierce, with Auxiliarist Ed McLaren of Flotilla 51, Riviera Beach, as observer. The aircraft, on a routine patrol to the Florida Keys, immediately turned around and headed for the general search area.



Many vessels were involved in the search and rescue. "Sea Tow Boynton," responding to an urgent marine information broadcast (UMIB), headed toward the area. At about the same time, the Palm Beach Sheriff's Office sent two boats to augment the search. A Coast Guard Rescue vessel, already underway on another mission, was also diverted to the search. Group Miami was preparing a helicopter to assist.

The targeted area was four to five miles off of Delray Beach, but with a heavy haze on the water and the whitecaps caused by the heavy sea, the ability to locate a small boat was proving to be very difficult. "Sea Tow Boynton" reported the seas running six to seven feet and building.

Thirty minutes had elapsed since the initial request for assistance and the dinghy was still not in sight. The Auxiliary aircraft saw buildings similar to those reported by the sailor and used them as a reference point. They circled the area where the dinghy was thought to be but, due to haze, sunlight and heavy seas, the dinghy could not be sighted. They requested the sailor fire off a flare and display his distress flag but the sailor's flares would not fire.

The Auxiliary aircraft requested that the Coast Guard Station ask the sailor to identify the sound of the aircraft engine in relation to his position. Petty Officer Reales was able to establish

the direction of the airplane's sound from the sailor's perspective. Using that general compass vector, the aircraft altered course and was soon over the sailor displaying his orange distress flag. The Auxiliary aircraft then broadcasted their exact GPS position to the on-water search team. Forty minutes after the original call, Palm Beach Sheriff Office Marine Unit located the dinghy and brought the distressed sailor on board.

This 40-minute search and rescue ended successfully. However, some lessons are to be learned. The cell phone would have been useless beyond 20 miles at sea and shoreline reference points would not have played a part in the rescue. A hand-held, water proof VHF radio would allow direct communication with the Coast Guard Station, and all boats and aircraft in the area.

Signal flares can be seen for miles but must be replaced according to their expiration date. Furthermore, they may not fire when wet. All boaters should have a so-called "ditch bag/box." This waterproof, floatable container should contain a waterproof portable VHF radio, a bailing device, current-dated flares, a distress flag, bottled water and snack bars. This kit, along with a proper life jacket, of course, could sustain a disabled boater in the water for 24-48 hours while awaiting rescue. ☺

We Can Do It!



Photo by PA3 Beth Reynolds / U.S. Coast Guard

BY JEFF MAHL,
DC-ID

The call has gone out to increase Auxiliary membership to 40,000 by the end of 2004. Due to the increasing needs of Coast Guard Forces (of which we are an integral part) this is not an option but rather a compelling necessity. This means a net increase of approximately 3,000 members. Historically, our Boater Education classes, and other traditional methods have kept our numbers relatively flat over the past few years. Such an undertaking will mean that we will have to look to new and more effective methods of recruiting.

One such method has just completed over a year of testing, and the results are (in the words of a Station Commanding Officer) "Spectacular"! It is the Auxiliary Augmentation and Recruiting Program, initiated at Station Ft. Myers Beach, FL. Shortly after 9/11, the Station identified specific needs for Auxiliarists who were Group and Station qualified Watchstanders and for CG qualified Boat Crew and Engineers. The needs were well beyond what the current membership could provide, so a "Targeted Recruiting" program was developed.

The Auxiliary Augmentation and Recruiting program is a combination of the latest technology resources. There are several integrated components including PowerPoint, a recruiting website platform with special administrative and statistical support, email distribution lists, and local media support including press, radio and TV.

These resources were focused at sectors of the public where potential candidates were most likely to be found. One example is for Watchstanders candidates, where Amateur (Ham) radio clubs proved to be extremely productive. The local supporting website <http://www.auxonline.org/~crew/> will give you a better idea of just how the process is initiated.

The results of this approach generated the sustainable Auxiliary support Station Ft. Myers Beach was looking for. A combination of new members and current members entered an extensive training program. Now nearing completion, it has provided the station with eight Auxiliary Group and Station (G&S) Watchstanders serving over 64 hours of watch every week. This is nearly 50 percent of the station's total Comms watch schedule. The station also just completed its first

CG check ride, qualifying the first of 10 Auxiliarist Boat Crew trainees. These Auxiliarist will become part of the station's regular scheduled duty sections and be involved in all low risk underway missions. The program has demonstrated that it can deliver effective and sustainable augmentation to our local stations.

While these new members greatly helped satisfy the station's needs, the Auxiliary Augment and Recruiting (A&R) Program also netted three local flotillas with 32 new members! All this in one year.

The A&R Program was recently presented to all DSO-PS and DSO-CCs attending NTRAIN 2003. They received a CD "kit" which included all of the program details, including various templates making it easy to "localize" to any situation. The A&R kit is also going to be modified for use with our CC program, to aid in recruiting efforts for the CG Academy. The kit is flexible and can be easily adapted to virtually any Auxiliary recruiting need. See your DSO-PS or DSO-CC for additional information.

The mission is clear, and we now have a very effective tool to help reach our objective. With your dedicated efforts, We Can Do It! 🌟

In Pursuit of Boating Safety

U.S. COAST GUARD
Office of Boating Safety

You could call Marc Kovac the man who goes the extra mile - in many ways.

As a mechanic working the oil wells for British Petroleum, he commutes more than 900 miles from his home in Seward, Alaska to the north slopes on the Arctic Ocean. It's a land that's rough and rugged, where "everything freezes solid as the ocean" until you can't tell the land from the sea. Marc spends much of his time in the bitter cold and all winter in twilight. Not a life for the faint of heart, but he relishes the challenge. The former Denver native throws the same energy and enthusiasm into his work as a Vessel Examiner. He is willing to go the extra mile by spending as much as twenty hours a week doing Vessel Safety Checks (VSCs), during the alternating weeks when he's back home in Seward.

"I think it's that important," Marc says. "I want to help people...to do my part in the Auxiliary. I like to make sure people are prepared so if anything comes up, they'll be ready." "And, hey," he adds, "it's just plain fun to get out and talk with folks."

He gets great satisfaction when he speaks with children and then sees them take his safe boating message to their parents. "The children will turn around and tell their mother or father to put their life jacket on before they get on the boat," Marc says.

Marc's wife, Shannon, teams with him to do VSCs. She is the flotilla commander for their area plus head of the Marine Visitors program for Alaska. He recalls one time in particular when their VSC helped avert disaster. A man had just bought an old boat for his large family. They convinced



Marc Kovac. Photo supplied by Marc Kovac

the family to take the time for the free Vessel Safety Check. "They didn't know very much about safety. I found that the life jackets weren't adequate for the children. They were oversized and unserviceable. We found a lot of problems with the engine that needed to be fixed, and they didn't have all the required safety gear."

Thanks to the Kovacs' inspection and recommendations, the family knew exactly what to buy and promptly went out and got what was needed to make their boating trip much safer. "The engine would have died," Marc says, and in the frigid, remote waters of Alaska, who knows what might have happened.

Marc joined the Auxiliary three years ago after he attended an Auxiliary class to learn basic boating skills. He credits another fellow Auxiliarist, Richard Goshorn, with convincing him that one of the most important roles he could perform was as a Vessel Examiner. Together with his wife and Goshorn,

Marc started an Auxiliary flotilla in Seward, which now boasts 15 active members. Goshorn passed away two years ago but Marc and Shannon remain dedicated to the cause. This past year, they conducted some 50 Vessel Safety Checks. He also does uninspected passenger vessel checks and inspections of commercial fishing vessels for the Coast Guard. As if all this weren't enough, add handling the National VSC Internet Request Program plus serving as Branch Chief on the national staff and district staff officer for vessel examinations for the entire state of Alaska (District 17) to his list of responsibilities. If he had more spare time, Marc says he would do...you guessed it...even more VSCs. Getting the word out may be the biggest challenge he faces because most people have not heard about vessel safety checks. But that doesn't faze him. Together with his other fellow vessel examiners, they're ready to go the extra mile. 🌀



The Cake for the Re-chartering Ceremony.

Photo by Harry McBain, ADSO-PAP

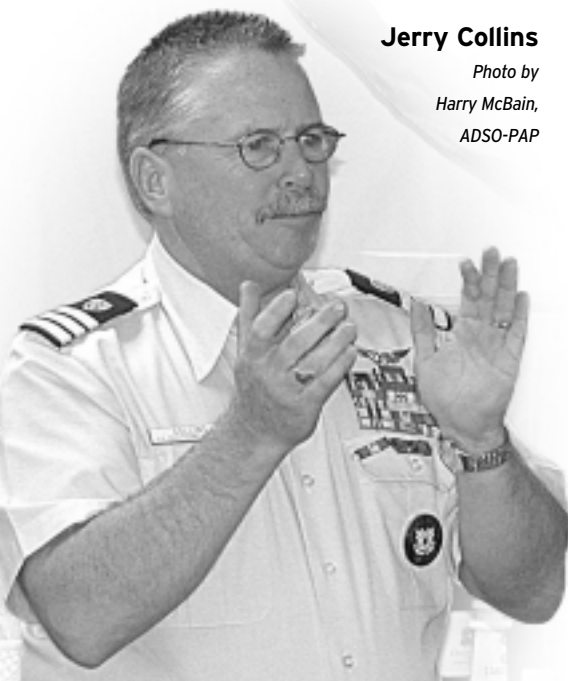
A 'Star' Division is Re-Born

North Coast Division 8 (D11NR) is Re-chartered with a Ceremony at Group Humboldt

BY ED SWEENEY, BC-AIP

Jerry Collins

Photo by Harry McBain, ADSO-PAP



The Northern California Coast is noted for its natural beauty.

Unfortunately, a number of mariners have learned that many of the region's waterways can be as dangerous as they are beautiful. This clear and present danger is mitigated however, by the presence of a group of dedicated individuals, collectively known as District 11 NR's USCGAUX North Coast Division 8.

Division 8 was recently re-chartered in a ceremony held at Group Humboldt with a number of local dignitaries, and high ranking Gold Side and Auxiliary Officers. Officiating at the re-chartering ceremony was Captain T.C. LeFeuvre, Commanding Officer, U.S.C.G. Group Humboldt Bay, and Charles Kemnitz, Operations Training

Officer, District 11 Northern Region. Auxiliary dignitaries included NAVCO-P Gail Ramsey, and DCO Cameron Linn 11NR.

Division 8 was previously decommissioned in the 1990s and merged into Division 3, due to declining membership and inability to find members willing to serve in elected office. But like a phoenix that has arisen from the ashes, the re-born Division 8 is alive and well, with a bright future, and no shortage of talent.

Led by Jeremiah (Jerry) Collins, Division Captain, Division 8 currently is composed of four flotillas, with approximately 150 members, all of who share an enthusiasm for serving the Coast Guard and their local communities. According to Jerry, "We've got a great group of Auxiliarists, and they all seem to have a common thread - a love

of serving in the Auxiliary. All four flotillas are stars in their own right.”

Take for example, Flotilla 88, based at Clear Lake, CA, which has about 40 members. At the Division 8 Re-chartering Ceremony, they recently captured many awards, including the District 11 Northern Region’s Public Affairs Award of the Year. Their accomplishments included the production of eight 2-hour boating safety segments, which was aired throughout the 2002 boating season on Public and Cable TV stations from the North Coast, down through the San Francisco Bay Area and Sacramento. Two individuals, Len and Nancy Guthrie, were awarded the Award of Operational Merit, for their role in saving the lives of two local fishermen whose boat was swamped during a Catfish Derby last year during National Safe Boating Week. Twelve of their members received the Coast Guard Meritorious Team Commendation Award for their work in assisting Lake County officials in their Search and rescue efforts. Several of their members, including Rod

Lloyd and Ollie Olsen, traveled over 50 miles each way to augment as In-Port Officer of the Day for the USCGC Pt. Brower, which patrolled the San Francisco Bay area. According to Collins, “These tours as In-Port Officer of the Day were often for a minimum 24 hour shifts. The dedication and drive of these folks continually amazes me.”

According to Doyle DeBeaord, DCP 3 11NR (the Division from which Division 8 was spun off), “Flotilla 88 has probably won Flotilla of the Year Award more times than any other flotilla in the district, especially in the last 10 years or so. We’re really sorry to see them go (into another Division); we’re sorry to see all of them go, but I



CAPT T.C. LeFeuvre presents the Auxiliary Commendation medal to Jerry Collins DCP 8 11NR.

Photo by Anita Farnholtz, FL 88

know they will succeed with the leaders they have.”

Flotilla 88 is not the only hardworking flotilla in this new division. Flotilla 86 (Eureka, CA) has greatly expanded its membership in the past two years, under the leadership of Dan Ashe, Flotilla Commander. According to Dan, “We are fortunate to get a lot of support from the folks here at Group Humboldt. It’s a reciprocal relationship - they help train our new members - and we help them by doing watchstanding and other augmentation tasks.” Flotilla 87 has helped restore and maintain the Point Cabrillo Lighthouse, which Alice Smiley, Flotilla Commander describes as “A true labor of love.” And last but not

least, Flotilla 8-11 (Crescent City, CA), which is less than two years old, is busy training new members in support of the USCGC Dorado. According to Beverly Noll, Flotilla Commander 8-11, “Many of our members are already a part of the nautical community here in Crescent City, so serving in the Auxiliary seems like a natural thing to do. Our members are serving as the primary responders to SAR calls when the crew of the Dorado is out of port, which is pretty often. We are grateful for the support of Group Humboldt and Auxiliarists from around the District who have taken the time to travel to Crescent City to help train our members.”

Like a child that goes from crawling to running, Division 8 is off to a fast start. They have extensive celebrations scheduled during National Safe Boating Week. Moreover, they have established a rigorous training schedule, both on and off the water. They also have members expanding in to the Aviation program, with several members either presently studying or planning to be air observers, including Jerry Collins, DCP 8.

And the Collins family has made the Auxiliary a family affair; Jerry’s wife Nita is currently serving as Flotilla Commander for Flotilla 88. “We have some interesting dinner conversations,” say Nita, “But being in the Auxiliary together makes a difference, a positive difference.”

Collins, who has won Division 3’s Coxswain of the Year for the last two years, and Auxiliarist of the Year for 2002, as well as the Auxiliary Commendation Medal at the Re-chartering Ceremony, stated, “I love the Auxiliary and what it represents. I can’t imagine doing anything else right now.” 🌀

The Rewards of Selling Safety



Susan J. Albertsen.

Photo supplied by Susan J. Albertsen

U.S. COAST GUARD Office of Boating Safety

Susan J. Albertsen remembers how great it felt to sell a house. Yet in her 26 years as a real estate broker, not one sale left her feeling as terrific as when she does a Vessel Safety Check (VSC). "Doing a VSC is definitely more satisfying," she says. "When you sell a house, you make a friend and get monetary awards, but when you do a VSC, the rewards are greater — you get a life-saving award!" Albertsen has been conducting VSCs, either alone or with her husband, Arthur, the former Rear Commodore of the Auxiliary, for the past six years.

Albertsen says her selling skills do come in handy when trying to convince boaters to get the VSC. But most people require little convincing as soon as they understand that the check is a free service and that Vessel Examiners are not law enforcement officers. The reaction she more often encounters is embarrassment or dismay, when she finds equipment or safety problems on their boats. She recalls coming across a dried, cracked gas line, which could have resulted in an explosion or fire. The concerned

boat owners got a quick lesson on how important it is to "stay on top of things and do preventive maintenance," Albertsen says, but she adds, "They were most appreciative."

In another case, a doctor had just bought a boat and assumed that it had no problems because it was new. Albertsen found a leaking shaft stuffing box. "Water would have gotten into the bilge. If the bilge pump isn't pumping as fast as the water coming in, you could sink," she says. She says boaters should be better informed, should not rely on others for maintenance, and should not take it for granted that everything's perfect with their shiny, or expensive new boat.

Albertsen has repeatedly demonstrated her commitment to educating boaters. She received the Commandant Award from the Auxiliary for her part in helping to start up the United States Power Squadrons' VSC efforts on Long Island. She is also National Branch Chief of the Vessel Exam Program and Assistant District Staff Officer of the First Southern District for the Auxiliary. And this grandmother of two says she has no plans to stop what she's doing anytime soon! ☺

She says boaters should be better informed, should not rely on others for maintenance, and should not take it for granted that everything's perfect with their shiny, or expensive new boat.

Coastie Care Packages

BILL MURPHY, FSO-PA

While the country was at war with Iraq, there was an outcry of support for our military members who served in the Persian Gulf. In some communities, though, the Coast Guard's contribution was sometimes forgotten. This is the story of how Operation Coastie Care Package was born.

The idea came after an encounter with a 41 foot UTB from Station St. Pete Fla. According to Bill Murphy, "We were on Homeland Security Patrol under the Sunshine Skyway Bridge as we have been every day since September 11th, 2001. The Quartermaster on the boat thanked the members of the Auxiliary boat profusely for donating their time and energy. We were all taken back by the sincerity of this young Coastie who was leaning on his 50 caliber machine gun as the wake of an ocean going tanker passed our location in the Skyway Channel. We talked about the two open slips at the Base where two of our Cutters had been in previous days. The Port Security Unit 307 and two of our finest cutters were already on duty somewhere in the Persian Gulf. A total of 650 men and women had deployed for the war, and our small flotilla was doing its best to fill the void. "

They wished there was more they could do for those that were deployed to let them know how much their service was appreciated. Murphy replayed the conversation with the young Coastie in his head over and over, and he finally thought of a way to let the men and women of Group St. Pete know that the Auxiliary did not forget them or their contributions to Operation Iraqi Freedom.



Ensign Angel Diemler of Group St Pete (center,) Frank Vanderhorst (left,) and Bill Murphy(right) of Flotilla 78 load up the goodies.

Photo by Frank Vanderhorst USCG-Aux

As the Public Affairs Officer, Bill Murphy kicked around the idea of making up a "Coastie Care Package" at the flotilla meeting, and the idea captured the hearts and efforts of many of the flotilla's members. Soon the word went out across Division 7 of District 7 and the project began to take on a life of its own.

By late April, Division 7 had obtained 500 lbs. of personal care goods including 500 international calling cards and 300 copies of local hometown newspapers. Ensign Angel Diemler (AUXLO) of Group St Pete accepted the goods

on behalf of Captain Neptun. Within minutes the boxes which contained books, audiocassettes, popcorn and even some videos, were placed on pallets and were soon headed off to an awaiting aircraft to be delivered to the Persian Gulf.

According to Murphy, "Several cameras were enclosed and we requested that the commanding officer send us back photos of our Coasties so we can have them published in the local newspaper, which has also donated 350 copies of the "Sunday papers with extra funnies." ☺

'YOU'RE IN COMMAND'

The Genesis of a Campaign

BY JOHN M. MALATAK, Chief, Program Development and Implementation Division
U.S. Coast Guard Office of Boating Safety Operations Policy Directorate

For some time it has been a goal of the Coast Guard's Office of Boating Safety (G-OPB) to unify its boating safety marketing and education programs under one multi-year outreach and awareness effort that would support the entire recreational boating community.

While recreational boating fatalities have been on the decline, there are still far too many deaths, injuries, and accidents on the nation's waterways. The initiatives we believe that could initially make the most difference include the Vessel Safety Check (VSC) program, innovative boating safety education courses and our national Boating Under the Influence (BUI) prevention program. Efforts to increase rates of life jacket wear and our continued targeting of anglers, hunters and small boat operators have not achieved the market penetration needed to create widespread behavior change.

Tremendous energy is expended by Coast Guard boating safety partners such as the U.S. Coast Guard Auxiliary, the United States Power Squadrons, the National Safe Boating Council, the National Association of State Boating Law Administrators, and the National Water Safety Congress. We are hoping that a unified outreach effort from our office will help channel this energy to even greater use.

The Coast Guard's National Recreational Boating Safety Outreach Program officially began in September 2002 with the awarding of a contract to PCI Communications, Inc.; an Alexandria, VA based communications

agency. Together with a joint project team comprised of select members from the U.S. Coast Guard Auxiliary, the United States Power Squadrons, and the U.S. Coast Guard, their initial focus was on the Vessel Safety Check Program and America's Boating Course.

THE SITUATION

It was clear that not enough was known about the target audience for boating safety - what motivates recreational boaters, where they get their information, and what they know or don't know about boating safety. Therefore, under the direction of the

Coast Guard Office of Boating Safety, PCI conducted a marketing research effort in the fall of 2002. The results were telling.

The research revealed that most boaters believe they are safe enough already. They equate boating safety with equipment - like life jackets, fire extinguishers, and radios - and not with their own behavior.

Additionally, recreational boating safety is suffering from "concept clutter." There is so much information, coming from so many different purveyors, that little is being retained.

THE UMBRELLA CAMPAIGN



Safety regulations are enforced during Seattle's annual Seafair celebration on Lake Washington.

Photo by PA2 Tiffany Powell / U.S. Coast Guard

On the basis of this research, a powerful strategy was developed to unite and leverage the messages of the National Recreational Boating Safety Outreach program and enhance the on-going efforts of Operation BoatSmart partners.

The goal is to “brand” boating safety - to create a nationwide identification for the idea of boating safer - and thus break through the oversupply of boating safety information. The strategy is an umbrella campaign that brings together the disparate messages of recreational boating safety with the same kind of power that “Buckle Up for Safety” acquired for automotive seat belt wear and the “Food Pyramid” brought to healthy eating.

The campaign asks recreational boat operators and owners not only to boat safe - but also to boat safer. It asks them to take new steps to ensure their own safety, and the safety of passengers and other boaters.

THE MESSAGE! 'YOU'RE IN COMMAND'. BOAT SAFELY.

'You're in Command' takes all previous outreach campaigns to the next level by empowering boaters to take action.

THE NEXT STEPS: MAKING 'YOU'RE IN COMMAND' A REALITY

The Office of Boating Safety is well into the process of producing a set of initial materials to promote the 'You're

In Command' campaign. The official rollout took place at the International Boating & Water Safety Summit, April 13-16, 2003 in Las Vegas, Nev.

'You're in Command' was created to serve as the new “external” marketing campaign for boating safety. It “brands” boating safety and ties together several diverse aspects of boating safety (boating under the influence, life jacket wear, boater education, vessel safety checks, etc.) under one “umbrella” marketing strategy. It will also serve to publicly promote the Four Principles of Safe Boating, initiated by way of Operation Boat Smart (OBS). OBS will continue as the Coast Guard's initiative to mobilize boating safety advocates in the education of the boating public, and serve as the “internal” operating mechanism and communications tool within the coalition.

Of interest to all boating safety advocates will be a new section of the uscg-boating.org website entitled the “You're In Command' Resource Center.” Here boating safety supporters will be able to find an expanding variety of tools, resources, images, and downloadable files to help promote 'You're In Command', VSC, ABC, BUI, life jacket wear, paddle sport safety, and other boating safety topics.

We are also making great strides toward promoting the program through media relations and coalitions with manufacturers; dealers; and vari-

ous outdoors interest groups and associated industries. You can expect to see articles, PSAs, and features branded with 'You're In Command' - first in Coast Guard Auxiliary, Power Squadron National Safe Boating Council, National Water Safety Congress and NASBLA publications, then later in the trade and general press.

THE ROLE OF PARTNERS

'You're In Command' - and the National Recreational Boating Safety Outreach program itself - will depend heavily upon the partnership and support of the U.S. Coast Guard Auxiliary, United States Power Squadrons, NASBLA, National Safe Boating Council, National Water Safety Congress and other boating safety organizations. These groups represent a huge network of dedicated and enthusiastic boating safety proponents who will now have access to some of the tools, resources, and national publicity needed to accomplish our goals.

The Office of Boating Safety looks forward to working with the boating safety community throughout the 'You're In Command' campaign. The energy, effort, and connections of the nation's premier volunteer boating safety organizations will be invaluable in the Coast Guard's effort to change the behavior of recreational boaters, reduce accidents, and save lives on the nation's water ways. ☀

New Mentoring Tool Available

BY GREGG L. Trask, DVC-AT

There's a new tool in town...On-line mentoring, and it means business! The National Training Department's Mentoring Division has been working two years on this and it is now ready to serve.

Here is how it works. Bobbi is a student who is working with a mentor from her local flotilla but her mentor is out of town for the week and she has a question. Bobbi goes on-line and types in <http://www.auxsupport.org>. This takes her to the on-line mentoring website. She clicks on the link for the Mentoring Program and finds that there are a few choices as to how she would like to get her mentoring help. She can choose to post a question and get an e-mail response; she can choose to log onto a chat room for help from a mentor that is there; or she can choose to get a response via NetMeeting, which affords her audio and video camera capability.

Bobbi chooses the e-mail method. She clicks the link entitled "By Return E-mail". This takes her to a page where she enters her name, Employee Identification Number (EMPLID), District and e-mail address. She clicks on the type of question that she is asking (AUXCOM, Crew, VE, etc.) and types out what her question is in the box provided. Bobbi knows that she should keep her question brief and to the point so she doesn't run out of room. When she is done, she hits the "Submit" button and her question is logged into a queue for the on-line mentors. The next mentor that checks the queue will see her question and, if qualified to answer it, send an e-mail to Bobbi with the answer to her question. Bobbi's question will then be removed from the queue with the mentor's Identification when it is answered.

Bobbi could also have chosen to

enter the Chat Room by clicking on the appropriate link. Here she is asked to enter her EMPLID number and log in, then join the room. Bobbi can see who is in the room and what the conversation is. If Bobbi sees a member of the room (listed on the right side of her screen) with an MT in front of their log in name, she knows that there is a mentor in the room. She can then ask her question and the mentor will help her (if qualified). If not, the mentor will advise her of alternatives to get help. If Bobbi were to click on the "Listen to Instructor" button, she could hear the on-line mentor talking. Mentors use this because sometimes it is easier to explain something by voice than to type it on the keyboard.

Bobbi could also have chosen the NetMeeting route. Again, she would click on the proper link and she would be taken to a page that explains how to set up a NetMeeting conference. It describes what equipment is necessary to have on her computer in order to use NetMeeting and then provides a form for her to fill out with contact information. This is where Bobbi would enter her question. The mentor would establish a NetMeeting session and help Bobbi with her question. NetMeeting would enable Bobbi and the on-line mentor to talk to each other (audio) and may even allow them to see each other depending on the equipment on both computers.

In any of the situations, Bobbi got the answer she needed to keep working on what her local mentor had assigned. The on-line mentoring program is not intended to replace the benefit of having a mentor locally, it is intended to be support for single questions when a local mentor is not available or cannot answer a question. It is a supplement to the local mentor - a resource to assist members with training.

Who are the mentors? The on-line

mentors are Auxiliary members from across the country that have qualified in some (or multiple) specialties in the Auxiliary. Generally they have experience as members and as instructors. Many are mentors in their local area as well. In addition to this, the Mentoring Division of the National Training Department has worked with them to know, and be comfortable using, the different aspects of the on-line mentoring system. Once that has happened, the mentors are designated by adding an MT in front of their user id in the system. Mentors commit to a schedule of when they will be available to monitor the Chat Room and answer NetMeeting and e-mail questions. If you are interested in becoming an on-line mentor, visit the <http://www.auxsupport.org> website and follow the link entitled "How to Become a Mentor." Assistance is always welcome and the training is interesting. Having taken the training and become a mentor myself, consider it highly recommended.

There is another service that this website provides. From the front page of the website, there is another link entitled "Meeting Rooms". Clicking on this brings you to a screen where you can log in and hold a meeting. There are a variety of rooms that are available for use. Each member logs on to the system, then chooses the room they need to be in. In each room, the participants in that particular room are listed at the right side of the screen so you always know who is there. Any comments that you wish to make are typed in the box at the bottom of the screen and then, when the Enter button is depressed, the comments appear on the left side of the screen for all in the room to see.

Let's go back to Bobbi for a moment. She has ventured around the site and likes it. Bobbi is SO-PE for her division and she would like to set up a meeting



Photo by Telfair H. Brown / U.S. Coast Guard

on-line for the flotilla instructors to discuss class schedules. Bobbi types in the <http://www.auxsupport.org> URL and chooses the "Schedule a Meeting" link from the front page. The schedule appears along with a link entitled "Reserve a Room." Clicking on that link brings Bobbi to a form that allows her to reserve a room for her purpose by answering a few simple questions like when and why she would like a room. Bobbi inputs her contact information here and chooses whether she would like to password the room for her meeting or not. The password would limit attendance to only those members that Bobbi has given the password to. If she needed this security feature, then she would choose what password she wished and it would be implemented during her room reservation times. Bobbi fills out the informa-

tion and depresses the "Submit Request" button. The form is sent to the Branch Chief who schedules the rooms and she receives an e-mail back confirming the reservation. Bobbi can then let the instructors know that the room is reserved for their meeting, the times to be there and the password (if she had selected one).

New uses for the functions of the website are being found every day. Just recently an operations scenario was performed on-line using the NetMeeting and Chat Room functions. A scenario of an overdue fisherman was presented using members from Washington State to New York City and from Vermont to Florida. Mentors took different parts - Coast Guard Station watchstander, air platform, surface platform, harbormaster, etc. - and played the scenario as if it were really

occurring. Some folks listened to the audio from the Chat Room while others participated from NetMeeting with two-way audio capability. Following the exercise, a critique was held. Members listening in the chat room said that it sounded very real - as if they were listening to a real incident on a marine radio. Participating mentors commented that it would be a great way to help train watchstanders in communications procedure and practice for a real incident. There is little doubt that additional uses will be discovered in the future.

The Training Department Mentoring Division has hit a home run with this new on-line mentoring site. This resource is certain to be a benefit to all levels of the Auxiliary. Members should check out the website to see how it could help them. ☺



THRILL OF A LIFETIME

Auxiliarist Skipper's Freedom Schooner Amistad

BY WILLIAM C. WINSLOW, Public Affairs Officer, Flotilla 5-3, New York, NY

When the freedom schooner **AMISTAD** sailed into Key West, Florida, in January, the man at the helm was Coast Guard Auxiliary member Robert J. Russo.

"It was the thrill of a lifetime," says Russo as a flotilla of schooners, tour boats and a Coast Guard cutter greeted the 129-foot topsail schooner.

The Auxiliarist from Flotilla 14-4, Jacksonville Beach, Florida, is an experienced sailor and seaman, having served for 22 years with the Coast

Guard. After retiring in 1987 as a chief warrant officer, he worked several years for a towboat and barge company.

But Russo had a dream. He wanted to share his years at sea with newcomers. In 1998, Bluewater Maritime School of Atlantic Beach, Florida was born. The Coast Guard approved school trains young people for a seagoing career; from able bodied seamen all the way up to mates and masters.

"It is a good honest profession," says Russo, who notes that there are few schools teaching basic marine skills. He also realized that classroom knowl-

edge needs to be tested at sea. Nowhere are these skills better honed than on a sailing ship.

"So I joined the American Sail Training Association (ASTA)," Russo says, with the idea that he would find vessels on which to fine-tune his students.

One of Russo's first moves was to offer a scholarship to ASTA crewmembers to upgrade their skills. In return, a sailing vessel would give one of Russo's students 30 days of at-sea training.

AMISTAD America was the first scholarship recipient. Learning that



Robert J. Russo at the helm of AMISTAD. Photo by William C. Winslow, Public Affairs Officer, Flotilla 5-3, New York, NY

he was a tall ships skipper, Amistad executives invited Russo to captain the schooner on a trip from Jacksonville to Key West.

“Boy, did I jump at that one,” he remembers. “She’s one beautiful ship.”

The original **LA AMISTAD** was a Cuban coastal trader. In 1839, she received a cargo of 53 captives from what is now Sierra Leone for sale as slaves to a sugar plantation. One of the captives, Sengbe, led a revolt forcing the remaining crew to sail the ship toward the rising sun – Africa – in the day time, but the crew turned back at

night. After 63 days of such zigzagging, the ship was apprehended off Long Island, New York, and the captives were thrown into jail on charges of murder.

Former president John Quincy Adams successfully argued for their release before the U.S. Supreme Court. The defendants were eventually returned to their homeland. It was one of the few incidents in the history of American slavery with a happy ending.

The present day Freedom Schooner **AMISTAD** was conceived, built, and launched in 2000, to celebrate the lega-

cy of the **AMISTAD** incident. She serves as a maritime ambassador for reconciliation and human rights education and to foster cooperation and unity among people of diverse backgrounds.

As a skipper, Bob Russo is gregarious and easygoing. On the two-day passage from Tampa to Key West, he quickly bonded with mates and crew; the latter a rather free spirited collection of 20 something salts. But in an unobtrusive way, crewmembers quickly sensed a military presence overtaking the ship.

“I’ve sailed on lots of tall ships,” said Russo, “but this one is special.” 🌀

Safety Patrol at Historic Civil War Battle Re-enactment

Patrolling the Past

**STORY AND PHOTOS BY
CHERYL A. MCKINSTRY**
FSO-CS, FSO-PB Flotilla 4-10
District 8 Coastal Region

On Saturday, April 12th, 2003, Baton Rouge, Louisiana Flotilla 4-10 District 8 Coastal Region members Cleve Chandler, Tom McKinstry, Cheryl McKinstry, Ken Munson and Bill Taylor were tasked with a unique request and mission.

Fellow flotilla member, Richard Gist,

asked us to perform a safety patrol at the 142nd anniversary reenactment of the Civil War naval battle at Fort Jackson, near the mouth of the Mississippi River. Auxiliarist Gist, a civil war reenactor, was participating in the event as a Confederate soldier.

“Our mission was to provide a security and protective zone around a “Northern” schooner from Mobile Bay, Alabama. Although we were told that we would be the only boat on patrol in the Mississippi River, we were joined by four other vessels, including a Coast Guard 41-foot UT3 from Station Venice. Crewmembers of the Auxiliary facility, WellCraft, performed the safety patrol around the perimeter of Plaquemines Bend near Buras, Louisiana. “All boats were needed as the schooner continued to run an elliptical pattern while ‘firing’ cannons and muskets at the troops at Fort Jackson,” said Cleve Chandler, coxswain on the safety patrol.

We witnessed the “Northern” schooner, **JOLLY FISHERMAN**, manned with Union soldiers, as she participated in a high excitement naval battle. From ship to shore, and back, she exchanged both cannon and mortar fire with the Confederate Civil War soldiers re-enactors defending Fort Jackson.

“Although amiable in acting out the scene, the patrols and watch were serious. The river pattern traffic was slow but all crews had to be ever watchful as a vessel could run through if we

relaxed our watch. “Not only did we do the service, but we learned history at the same time,” reflected coxswain Chandler.

I’ve never experienced a Civil War re-enactment. Not only was this a land based battle it also involved a nautical battle. It’s almost like you were sent back in a time machine to witness these events firsthand. The era uniforms looked to be authentic, and the participants took this reenactment very seriously. We were thanked by several of the people for our participation as a safety patrol. “I was privileged to have been a part of the event,” expressed crewmember Ken Munson.

Boat crew member, Tom McKinstry, a transplant from New York and the only “Yankee” aboard the patrol boat pondered, “After witnessing the land battle, I was curious if we all read the same history books.” The Union soldiers took Fort Jackson, a turning point of the Civil War. I couldn’t help but wonder – why after 141 times would you want to reenact a battle with the same outcome? I guess the South is still trying to get it right. Overall, it was interesting to see the period costumes and artillery reenactment.

“The Battle of Fort Jackson is also known as “The Night the War Was Lost at the Mouth of the Mississippi,” and it was a very important part of Louisiana and the South’s history. I was very proud to have the Coast Guard Auxiliary participate in this historic event,” said Richard Gist. 🌀

**Richard
Gist**





Rebel troops marching into battle.



Confederate ladies visiting prior to the battle.



Cannon fire upon JOLLY FISHERMAN from Fort Jackson.



Cannon fire during the battle.



Coast Guard Auxiliary member Robert J. Russo had the thrill of a lifetime as the man at the helm when the freedom schooner AMISTAD sailed into Key West, Florida, in January. / **PAGE 36**

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