

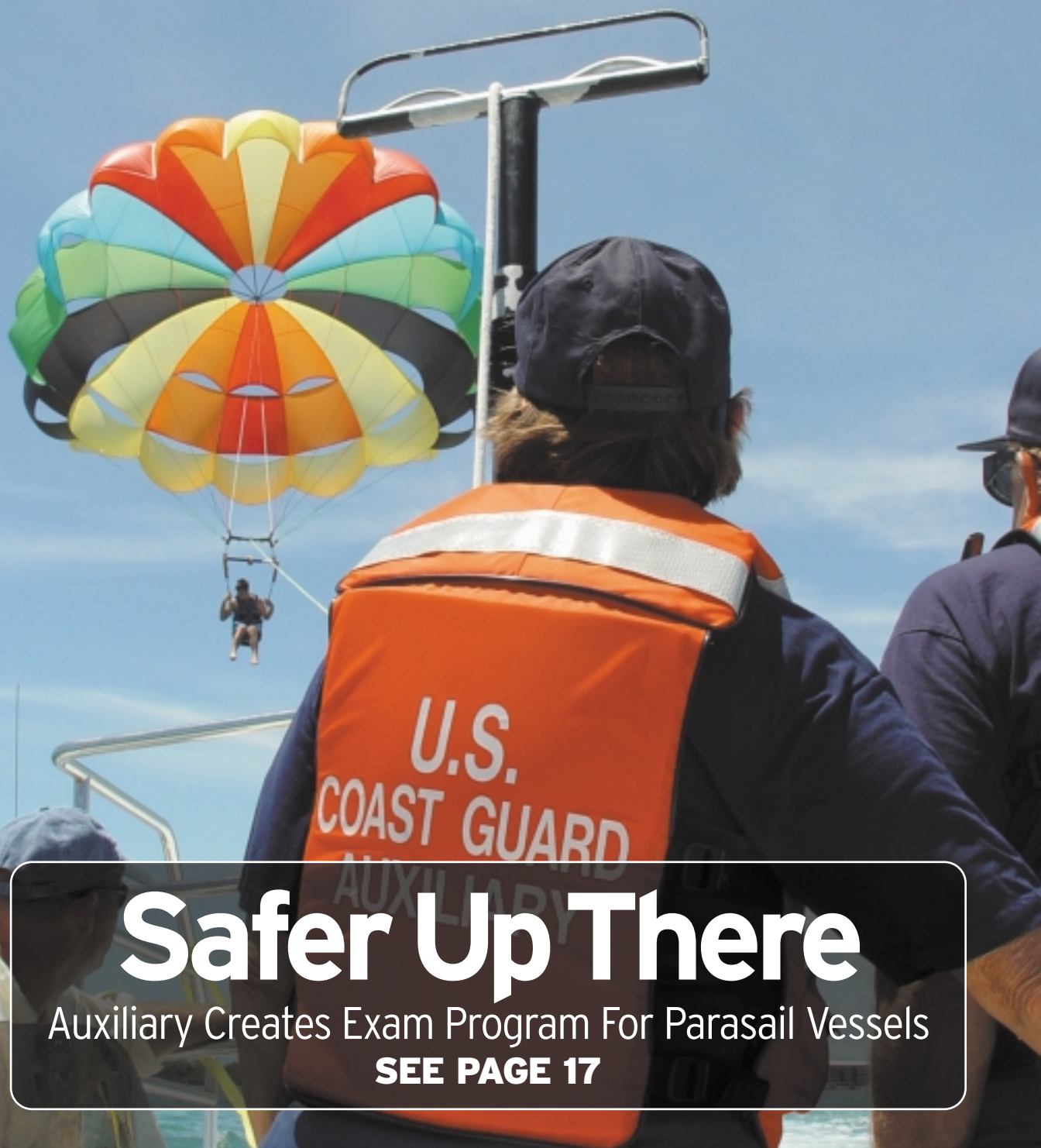
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# Navigator

VOL. 31, NO. 3 – FALL 2004

**UNITED STATES COAST GUARD AUXILIARY**  
*America's Volunteer Lifesavers®*



## Safer Up There

Auxiliary Creates Exam Program For Parasail Vessels

**SEE PAGE 17**



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### 2004 EDITION DEADLINES

**WINTER EDITION**  
November 15

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### ON THE COVER

A Florida parasailer enjoys the view as Auxiliary members look on. Page 17 *USCG photo*



# PROTECTING WORLD LEADERS



All boats leaving or entering the closed Security Zone at the June 8-10 G-8 Sea Island Summit were reported by Auxiliary boats by radio to volunteer Auxiliary dispatchers. Auxiliary crews maintained communications with all Coast Guard Regular, Reserve, and Auxiliary boats, as well as Georgia Department of Natural Resources boats assisting in the effort. Pete De Lair uses his binoculars to identify a boat leaving the Security Zone.

*Photos by Jim Morrison, Past FC, 10-10, D-7*

## Auxiliarists Play Key Role In Global G8 Conference Security

**BY JIM MORRISON**

*Past FC 10-10, D-7*

"This is the biggest evolution the Coast Guard has been involved in since World War II," Commander Mark Wilbert of Group Mayport told a force of approximately 1,000 Auxiliarists, Reservists, and Regulars assembled to protect eight world leaders at the G-8 Conference held at Sea Island, Ga. on June 8-10.

An estimated 20,000 military and law enforcement personnel from 23 federal, state, and local jurisdictions participated in summit security protection, including members of the Auxiliary. During the three-day meeting, U.S.

military jets streaked across the Southern sky over the luxury resort where the conference was held.

The Coast Guard's new MH 68 Stingray helicopters circled the islands, equipped with .50 caliber sniper rifles capable of shooting out the engine of a terrorist boat, with M240 7.62 mm machine guns sticking out their port side door instead of the usual winch for hosting distressed mariners.

On the water, 75 Regular Coast Guard boats, including the new 25' Defender Class boats with M-60 machine guns mounted front and back, patrolled the waterways surrounding the island.

SEE **G8** PG. 4



Many boaters in the area of the G-8 Sea Island Summit were unaware that 20 miles of the Intracoastal Waterway and 13 miles of the Savannah River had been declared a closed Security Zone by the Coast Guard during the June 8-10 conference. But most took the news cheerfully when it was explained by Auxiliary coxswain Pete De Lair.

Similar patrols protected the Savannah International Trade and Convention Center 70 miles north in Savannah, Ga. where an estimated 6,000 journalists and staff members were headquartered on the Savannah River.

Members of the new Coast Guard Maritime Safety and Security Team patrolled with Regulars and Reservists armed with M-16s and 12-gauge riot shotguns in addition to their regular 9mm sidearms.

Offshore, Coast Guard cutters stood guard along with U.S. Navy vessels with the arrival of President George Bush and the leaders of seven other nations. National Guard troops manned checkpoints on roads and set up anti-aircraft missile batteries and radar units on the beach.

U.S. Coast Guard Auxiliaries played a key role in the job of providing security.

In fact, one in four members of the Coast Guard presence guarding the prestigious annual economic summit meeting held between Savannah, Ga. and Jacksonville, Fla. was a Coast Guard Auxiliary, along with over 700 Regulars and Reservists from Boston to Galveston.

The Auxiliary's primary job was to serve as the eyes and ears of the Coast Guard.

A total of 167 Auxiliaries from as far north as Charleston, N.C. and Atlanta, Ga. to as far south as the Florida Keys were on hand to insure that the conference went off without any disruptions by terrorists or protestors.

"This is the first time the Coast Guard Auxiliary has been involved in security," Wilbert said. It was also the largest Auxiliary involvement in an event of any kind on the Southeastern Atlantic Coast since the 1996 Summer Olympics Sailing Events in Savannah, Ga.

The man in charge of the Auxiliary's largest operation in peacetime history was Rear Commodore North Bruce Magyar of District 7, headquartered in Miami, Fla. Magyar, who lives in Fernandina just south of the Georgia line in North Florida, was assisted by Division 4 Captain Ed Callahan of Mims, Fla.

"Commander Wilbert told me the Auxiliary's mission was to cover the



**Coxswain Pete De Lair and crewman Linda Clavin were two of 253 Auxiliaries who volunteered to patrol during the six day G-8 Sea Island Summit June 8-10. De Lair is past FC of Flotilla 13-8 in Islamorada, Florida. Clavin is past VFC of St. Simons Island Flotilla 10-10, where the Conference was held.**

bridges and develop a transportation plan," Magyar said.

Magyar's job was much more complicated than it sounds on paper.

Plans made for part-time participation by Auxiliaries with jobs had to be scrapped when the Secret Service declared only full time volunteers could be used.

An early requirement that only boats equipped with radar could be used was later dropped, but word of the change was late getting out. Pictures were taken and retaken for security credentials. Motel rooms ran out. Travel expense policies were reversed and countermanded.

But in spite of problems that could be expected with such a large operation planned in only two months, a total of 34 Auxiliary patrol boats with 34 coxswains and 40 crewmembers from Florida, Georgia, and South Carolina were assembled to provide 24-hour patrols.

Under the around-the-clock watchful eye of the Auxiliary were five key bridges leading to and from the conference site between adjacent St. Simons Island, Brunswick, and Jekyll Island. They included the Sidney Lanier Bridge, Georgia's tallest, and the second tallest bridge at Savannah.

This involved 270 boat patrols and a

whopping 6,800 coxswain and crew hours, protecting routes used by Conference staff and press bused to Sea Island daily from Savannah. (Military night vision monoculars were issued to the Auxiliary boats patrolling at night.)

These patrols included closing off 13 miles of the Savannah River adjacent to downtown Savannah and 20 miles of the Intracoastal Waterway from Altamaha Sound south to the southern tip of Jekyll Island at Green Marker 25. At this choke point, three Auxiliary boats took turns patrolling eight hours a day and night for six days from June 5-10.

Seeing the most action there on the daylight patrol from 7 a.m. in the morning to 3 p.m. in the afternoon was Auxiliary coxswain Pete De Lair of Melbourne, Fla., a past FC of Flotilla 13-8 in Islamorada, crewed by this writer and Linda Clavin, both of us members of local St. Simons Island Flotilla 10-10 in Brunswick.

During the six days in 54 hours of patrolling, De Lair's boat, a 25' Sea Catamaran Operational Facility named "The Flying Fish," stopped over 60 vessels coming northbound on the Intracoastal Waterway. Most of them were unaware that it had been declared a closed Security Zone by the Coast Guard beginning three days before the Conference.





**Auxiliary operational facilities patrolled under five different bridges and closed off 20 miles of the Intracoastal Waterway during the June 8-10 G-8 Sea Island Summit. Coxswain Harold Imhoff of Homosassa Springs and crewman Fred Davis of St. Simons Island patrolled all night under the Jekyll Island Bridge leading to Coast Guard headquarters and hotels used by other military and law enforcement agencies and Conference staff from African counties.**

A wide variety of boaters that were halted by De Lair, ranging from recreational sailors and motor boaters to local sports fishermen and shrimpers, for the most part responded well to the disruption of their plans when it was diplomatically explained by Clavin and crew. Only one miffed boater who wanted to have lunch at a waterfront restaurant buzzed off when told of the closed Security Zone æ before he could get the details.

Commercial craft stopped by De Lair were allowed to proceed after their vessels were searched by Regulars summoned by radio by De Lair's crew and escorted through the Security Zone.

Second only to the on-the-water patrolling were the 40 dedicated Auxilliarians who volunteered to drive 15 passenger government vans, 12 hours a day, taking Coast Guard personnel to and from their duty stations and the airport in Jacksonville and Savannah and

their boats during the Conference. The Auxiliarians made 7,372 passenger trips for an amazing total of 29,441 miles!

Two volunteer Auxiliary communications personnel (call sign: "Cottonmouth") stationed on the 200' Coast Guard buoy tender Maria Bray in St. Simons Sound worked 12-hour shifts around the clock. The Auxiliary watchstanders made 1,580 dispatches of over 75 Coast Guard Regular small boats surrounding Sea Island as well as the 24 Auxiliary patrol boats at the Southern Venue and 13 Georgia Department of Natural Resources law enforcement boats.

Volunteer Auxiliary innkeepers worked 240 hours at the Northern Venue in Savannah as well as two Auxiliary administrative helpers at the Southern Venue headquartered with the Coast Guard on Jekyll Island at a motel protected by armed Coast Guardsmen and moveable concrete barriers designed to halt any would-be suicide bombers.

Fortunately, there were none.

A predicted possible tide of protesters, speculated to range up to 100,000, several thousand of them violent, never materialized. Only a few hundred mostly peaceful protesters showed up in the end, and only 14 were arrested for blocking a highway. Two men were arrested for threatening President Bush.

The heavy security presence, the remote location of the meeting, the heat and humidity, and the lack of accommodations at hotels that were filled with the security force and conference participants are believed to have all been factors in the meeting being so peaceful compared past such events.

"You have done an outstanding job out here," Magyar told Auxilliarians at the end of the conference. "Give yourselves a round of applause. The Coast Guard probably will use us more in the future now that we have proved how much we can do for them."

"We had a couple of Coast Guard boats come by and tell us they really appreciated our help," added an Auxiliary coxswain.

One other conference worry besides terrorists and protesters didn't become a problem either.

"We didn't run aground, and we didn't ruin any boats," Magyar pointed out, unlike some out-of-area unfortunates who weren't familiar with the numerous local sandbars. ☸

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# Relieve the Watch

Looking back at the many log-worthy activities we've seen in the last two years



COMMODORE  
**E. W. (BILL)  
EDGERTON**

NATIONAL  
COMMODORE



As I prepare to write my final log entry as your National Commodore it is only natural for me to reflect back on all of the entries since I assumed the watch on 1 November 2002. There have been many log-worthy activities, some positive and some not so positive.

The entries included the operationalization of OPRIII, formalization of the Auxiliary Trident and Cutterman's Programs, development of our Maritime Domain Awareness (MDA) programs, including Waterway Watch, transfer of the Coast Guard and Auxiliary into the Department of Homeland Security and, not to be forgotten, the Personnel Security Program.

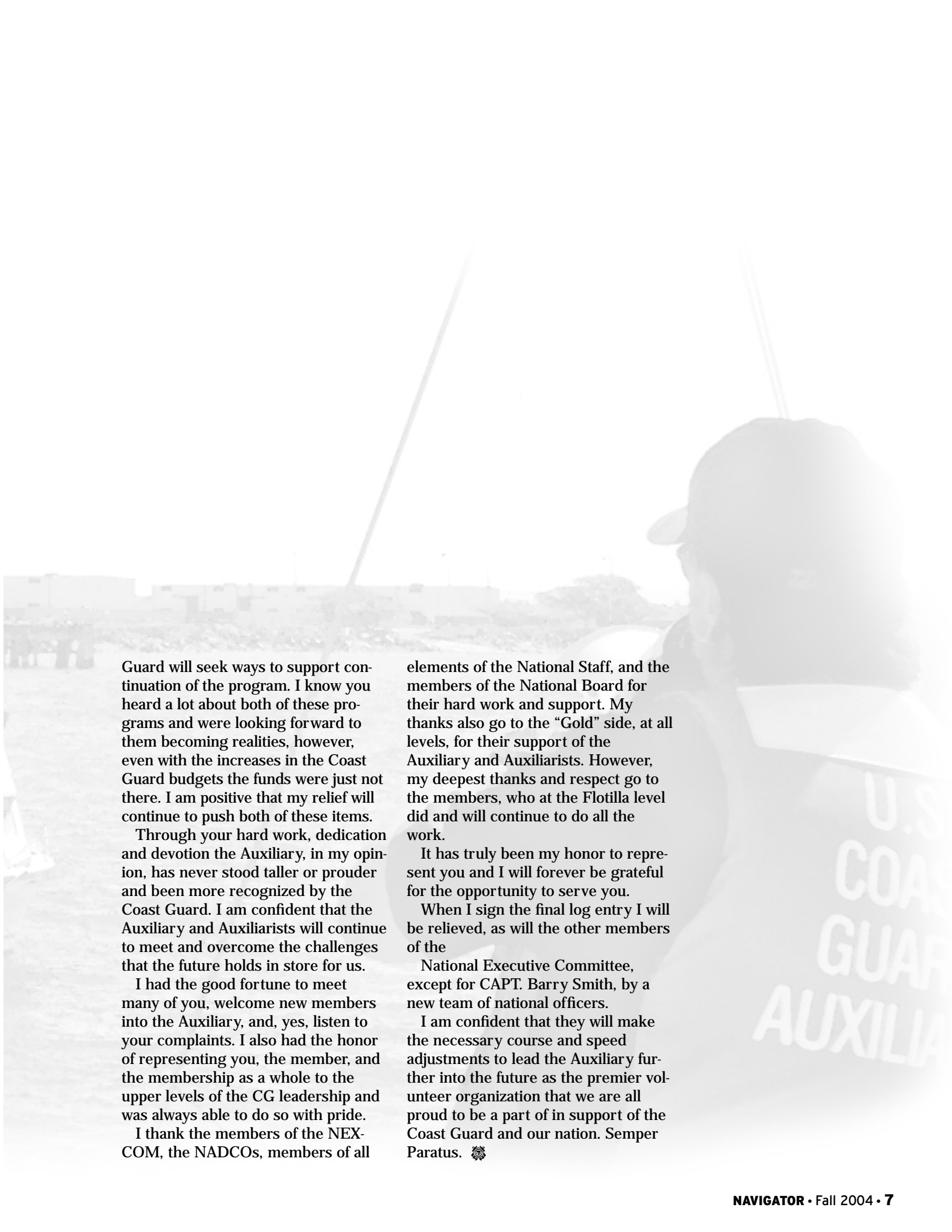
We also improved our activities in the Recreational Boating Safety (RBS) arena with Operation Boat Smart, You're In Command, cooperative agreements for the sale of PE materials and support of the VSC program.

Auxiliarists were also involved in the international arena with ISAR, cospon-

soring two Caribbean Search and Rescue (CSAR) conferences with the Coast Guard and U.S. Southern Command (SOUTHCOM), growing our interpreter corps and furthering our relationships with Canada, the Bahamas, the Virgin Islands and the Philippines to name but a few. We initiated the Associate Member Program, became more active in the fund-raising arena (with only limited success), and entered into the virtual (electronic) mall concept.

On the not so positive side, I was unable to obtain Coast Guard funding for the Standard Auxiliary Maintenance Allowance (SAMA) program and claims for catastrophic failures, or the maintenance funds to fully support the transfer of Coast Guard UTL-Ts as Coast Guard owned-Auxiliary operated facilities.

The implementation of the UTL-T program for a limited time, until May 2005, has been authorized and we will have to make the employment of these resources so valuable that the Coast



Guard will seek ways to support continuation of the program. I know you heard a lot about both of these programs and were looking forward to them becoming realities, however, even with the increases in the Coast Guard budgets the funds were just not there. I am positive that my relief will continue to push both of these items.

Through your hard work, dedication and devotion the Auxiliary, in my opinion, has never stood taller or prouder and been more recognized by the Coast Guard. I am confident that the Auxiliary and Auxiliarists will continue to meet and overcome the challenges that the future holds in store for us.

I had the good fortune to meet many of you, welcome new members into the Auxiliary, and, yes, listen to your complaints. I also had the honor of representing you, the member, and the membership as a whole to the upper levels of the CG leadership and was always able to do so with pride.

I thank the members of the NEX-COM, the NADCOs, members of all

elements of the National Staff, and the members of the National Board for their hard work and support. My thanks also go to the "Gold" side, at all levels, for their support of the Auxiliary and Auxiliarists. However, my deepest thanks and respect go to the members, who at the Flotilla level did and will continue to do all the work.

It has truly been my honor to represent you and I will forever be grateful for the opportunity to serve you.

When I sign the final log entry I will be relieved, as will the other members of the

National Executive Committee, except for CAPT. Barry Smith, by a new team of national officers.

I am confident that they will make the necessary course and speed adjustments to lead the Auxiliary further into the future as the premier volunteer organization that we are all proud to be a part of in support of the Coast Guard and our nation. Semper Paratus. 🚤

# Building a Better Auxiliary

## What makes a good leader?



COMMODORE

GENE M.  
SEIBERT

NATIONAL VICE  
COMMODORE  
CHIEF OF STAFF



Why is careful consideration of a person's leadership traits so important when elections are being held and appointments made?

In my previous article on Auxiliary leadership, I wrote we needed to choose our leaders carefully because their watch can impact the direction and productivity of a unit — now and in future years.

I asked you to stop and consider just how important it is that we choose wisely, pick those who have the competencies of leadership and management, and who are risk managers but also risk takers.

To do that, we need to ask, "What does it take to be an effective and successful leader in the Coast Guard Auxiliary?"

To answer this question, we must first ask another question, "What is leadership?"

For many years, leadership was viewed as inherent or inborn. Characterized by courageous, Lone-Ranger types, it was seen as a blend of courage, charisma and perhaps even a flair for the dramatic.

Yes, leadership still calls for charisma and courage.

Yes, it still calls for generous portions of decisiveness, coolness under fire and results-oriented thinking.

Today, however, it requires even more.

Let me get personal for a moment. As a leader in the Auxiliary, it further requires you to be comfortable creating the conditions within your units or program areas that enable our membership not only to excel, but to ensure that their Auxiliary experience is both positive and rewarding.

Furthermore, beyond a solid sense of self-worth and self-confidence, this ability to cause members to succeed requires Auxiliary leaders to have a set of fundamental characteristics.

These are by no means inherent, quasi-mystical traits that you either have or you don't. Rather, they are all tangible capabilities that can be acquired and developed.


In my experience, effective Auxiliary leaders are those who have learned how to be:

**Caring** — they have a demonstrated ability to empathize with member's needs, concerns and goals;

**Comfortable with ambiguity** — they are willing to take calculated risks for the betterment of the unit, the program and the member, can handle a certain level of disruption and conflict, and are willing to change their minds when new information comes to light;

**Persistent** — they can maintain a





positive, focused attitude in pursuing a goal or vision, despite the obstacles;

**Excellent communicators** — they know how to listen closely, communicate often, run productive meetings, make presentations, and express themselves so that the recipient understands their message clearly;

**Politically astute** — they have acquired a solid sense of their organization's structure, listens carefully to the concerns of its other leaders, and know where to turn for the support and resources they need;

**Humorous** — when the situation warrants it, they know how to inject a little laughter to relieve tension within a group;

**Level-headed** — in the midst of uncertainty and at times, chaos;

Self-aware — they are astute enough to know how their own behavior impacts others; and

**Future-focused** — they understand how their unit fits into the bigger organizational picture and they organize short-term tasks according to long-term priorities.

Let me repeat: these characteristics are not necessarily something we are born with but rather capabilities that we can, with a little effort, can acquire and develop.

In today's environment, leadership

characteristics have less to do with formal authority and the power to control and more to do with using influence.

It especially requires communications and conflict resolution skills, as well as diplomacy and motivational skills to keep the members aligned with the overarching purpose and goals established by the Auxiliary's unit and program leaders.

As an Auxiliary leader with these characteristics, you can personally motivate the membership and preserve the values that have made this organization great.

Likewise, you can provide a clear vision in which to manage, develop and grow your unit or program areas, while at the same time meeting the expectations of the Coast Guard, the boating public and most importantly, the members.

Search out and elect or appoint members with these vital leadership traits. And if you're in a leadership position, take a close and critical look at your own leadership style and work on developing those traits that will make you a better leader.

As each of us does this, we'll all be building a better and healthier Coast Guard Auxiliary, person by person, year by year. 🌟

# Staying Sharp

On the issue of safety,  
there is no compromise!



COMMODORE  
**GEORGE  
JEANDHEUR**

NATIONAL  
DIRECTORATE  
COMMODORE  
OPERATIONS AND  
MARINE SAFETY  
DIRECTORATE



I hope all of you in the operations community had a pleasant and productive operational season. As you all know, the Team Coordination Training (TCT) mandate kicked in on June 1 and all of us need to be aware of our due date for repeating the training.

As a reminder, coxswains, crew and radio watchstanders must take TCT every five years. Qualification Examiners must take it every two years. The other recurring training that we need to be aware of is the required operations workshop each year.

The Operations Department will continue to produce this workshop and have it to the Chief Director's Office (OCX) by October of each year for dissemination in the January/February timeframe.

Aviators will continue to have their required annual training workshop.

The Aviation Division, working with OCX, has created an Aviation Standardization Team. This STAN team has been very active and most recently has created a Flight Examiner Syllabus draft document. Once approved, it will be available for dissemination.

The Aviation staff was tasked with researching various real-time and near real-time video downlink systems

for use in our air facilities. The system that shows most promise, due to its complete portability, lack of airframe modification issues and ground station receiver capabilities, is the Iridium system.

Plans call for pilot testing this system in the near future. The beauty of this system is that also it can be utilized by our surface assets.

On the surface community side of the house, pepirb distribution to each operational facility owner has been completed.

Late breaking news: Admiral Thomas Collins, Commandant of the Coast Guard, announced at our National Conference that he had given instructions for \$500,000 to be diverted from his budget to support the Standard Auxiliary Maintenance Allowance (SAMA).

My thanks to COMO Edgerton and Seibert and members of the Operations and Marine Safety Directorate for all of their hard work that brought this about.

Also to be addressed was the UTL-T issue and the assignment of these assets to the Auxiliary. The major issue is maintenance funding. It appears at this time, some of the UTL-Ts maybe assigned to some Auxiliary units until the warranty on them runs out and then they will be surveyed



out. There is no money for maintenance of these vessels after the warranty runs out next year.

All is not gloomy. Our importance as America's "volunteer lifesavers" has never been more important. It is apparent that we are being incorporated into district plans more and more, and we are continuing to be utilized to the maximum extent possible. Our air fleet has grown to over 300 airframes and our surface fleet numbers approximately 5,500.

In the Marine Safety community, commercial fishing vessel inspection visits in the second quarter increased over 30 percent from this time last year. The Trident Program implementation continues to see course and Personal Qualification Standards (PQS) completions.

Six new PQSs have been written and are under review by G-MRP-3 Marine Institute. Auxiliary support to the Maritime Transportation Security Act implementation is increasing. Maritime Transportation Security Act (MTSA) bulletins are published regularly to advertise best practices related to Auxiliary support at Marine Safety field units.

The M-Department Strategic Planning Division is monitoring the new Sector Command structure implementation in various ports, espe-

cially Miami, Fla. to gauge its impact on local Auxiliary support activities and to report findings to Auxiliary leadership. A final review of a follow-up survey to the 2003 Marine Safety Office (MSO) augmentation survey is in progress. The follow-up survey is to be launched in September 2004.

Finally, I would like to report to you that I am stepping down from the position of National Directorate Commodore, Operations and Marine Safety. After standing up the Directorate and leading it for eight years, it is time for me to say good bye.

It has been a wonderful and very demanding experience as we were pushed into the forefront since 9/11. I believe we accomplished a great deal in both meeting the operational demands placed on us and in improving safety both on the surface and in the air.

We have also created some exciting new programs in both Operations and Marine Safety such as the PWC program, the Aircrew program and the Trident Program.

Our participation in operations is the most dangerous thing we do. Keep your situational awareness acute and remember that on the issue of safety, there is no compromise! I wish you all fair winds and following seas in the future. ⚓



# Recreational Boating Safety

We need to reach those boaters most at risk



COMMODORE  
**MARY  
LARSEN**  
NATIONAL VICE  
COMMODORE  
ATLANTIC EAST



Although our organization's missions have evolved through its 65 years of existence, we need to remind ourselves that recreational boating safety (RBS) remains our traditional role.

As an organization, we have come a long way from the days when we reached out to the boating public only in classroom instruction and "Courtesy Marine Examinations." We have come a long way since our primary target audience was owners of cabin cruisers and "yachtsmen."

It is time to take a new look at RBS, to shake off the old, limited definition of the missions that fall under that heading, and remember that they have evolved, too.

For one thing, we need to target the boaters most at risk. Statistics show that those are anglers, hunters and paddlers. Statistics show that with concentrated efforts in education, fatalities can drop. As an example, kayakers as a group have shown an increase in PFD wear and as a result, fatalities in that group have dropped.

Additionally, an analysis of potential students and graduates of our courses have shown that boaters today are look-

ing for short courses. Increasingly, they want a compact format for classes that will fit into their lifestyle and with that in mind, courses have been re-configured.

As a result, sales of Americas Boating Course have increased. The shorter course lets us reach the population most at risk and give them the essential information they need not only to enjoy their time on the water, but to boat without accidents, — or fatalities.

Today with our vastly expanded roles there are those who say recreational boating safety missions are no longer essential. That is not true. Arguably, they are more important than ever. Every time we do a recreational boating mission, we are doing preventive SAR.

Many of the boaters we see on the launch ramps and in classrooms today are not familiar with boating traditions. The concept of right of way and an apparent lack of "traffic rules" for example are all new.

Another quandary: Many of the non-traditional waterway users we meet do not consider themselves boaters at all. They are "hunters" or "anglers" and life



jackets just get in the way of those sports.

Every time we reach out to them through material in the racks at marine dealers, through the example of personalities in their favorite sports, — in addition to our customary methods — we stand a chance of averting a fatality.

The boating public is aware of the potential danger to our country and we can enlist their aid through the Waterway Watch campaign. That campaign gives us the means to use RBS as a tool for Maritime Domain Awareness, just as we do operational missions.

The tools provided by Waterway Watch give a structured way to reach out to the boating public and gives them a means of reporting unusual activities or objects they spot.

Recreational boating safety missions contribute to preventive SAR and to homeland security. The National Commodore enforced this message in his letter on the RBS Mission sent out in October 2003 to all districts.


He said: "It is important that we view these two mission areas — Homeland Security/Operation Patriot Readiness

and Recreational Boating Safety — as not conflicting but complementary to each other. Our new responsibilities do not comprise an 'either/or' scenario, but rather an opportunity to accomplish our RBS mission, as well as our new MHLS mission."

Are we going to stop evolving our approaches to the boating public? Are we going to stop developing courses and new delivery methods? Given our track record, clearly the answer is no.

Efforts like Operation BoatSmart and You're In Command with their analysis of boating related statistics have given us new tools and ways to reach out.

As Auxiliarists, we should be proud of our role in recreational boating safety. We are the executors of those programs for the Coast Guard. We have been given sole responsibility for leadership and performance of those missions. We can make a difference through RBS as well as through operations.

We can be the change agent who makes a difference between life and death for the recreational boater — and angler, hunter and paddler, too. 

# First Duty of an Auxiliarist

Andy Jackson's words  
ring true even today



CAPTAIN

**B.P.  
SMITH**

CHIEF  
DIRECTOR  
U.S. COAST GUARD  
AUXILIARY



"The first duty of a soldier or good citizen is to attend to the safety and interest of his/her country." This is a quote by President Andrew Jackson that still aptly pertains to Americans — and especially to you fine citizens that are members of the Auxiliary.

You are indeed carrying out that "first duty" very well — be it supporting maritime security or conducting maritime safety initiatives.

As I write this article, I'm standing watch on alternating days at the Department of Homeland Security's (DHS) Interagency Incident Management Group, which was stood up due to the Code Orange threat of terrorism to our financial infrastructure in New York, New Jersey and Washington, DC.

I note with pride from my DHS watchstanding console, the great work Auxiliarists are doing to augment active-duty Coast Guard forces in the waterways of those cities, and elsewhere. I can't easily express how impressed I am with the Auxiliary zeal, volunteer spirit and professionalism of which I am made aware every day as your new Chief Director.

I am well aware of some expectations that the Auxiliary has for me as Chief Director and Chief of the USCG Headquarters Office of Auxiliary team. I am engaged in an effort to promote the need for the hourly Standard Auxiliary Maintenance Allowance (SAMA) funding — the important means to help defray the costs that you incur to operate your personal craft in support of Coast Guard operations.

And I'm working with Auxiliary lead-

ership and our security personnel to speed up the process necessary to execute the new, and mandatory, Personnel Security Investigation (PSI) initiative.

I know the PSI process is exasperating for some of you, but its need is highlighted by a recent attempt by a possibly nefarious foreign group to procure Auxiliary uniforms and insignia (stopped by a vigilant Auxiliarist), and the recent unveiling by the PSI process of a new applicant apparently covering up a felony drug smuggling conviction.

I also recognize that the PSI initiative may have an adverse impact on recruiting and retention. We will work together to minimize the impact.


I will continue to be responsive to all requests for support made to my office. SAMA and PSI, mentioned above, are only the tip of the iceberg of what we in G-OCX are working on. Some of the projects on my plate include the RBSVP manual, Aux Ops Policy Manual, distribution of the new Auxman, memorandums of agreement, aviator spatial orientation, Waterway Watch promotion, and a host of others.

Additionally, I will promote the Auxiliary as a "force-in-being" for the Coast Guard — a multi-mission, maritime, security conscience and disciplined force, but one that continues to focus on cornerstone missions such as boating education and recreational boating safety.

In the following paragraphs I ask some things of the Auxiliary:

I ask those coxswains and crew of any boats transferred to Auxiliary operation under the UTL-T program to





ensure they are well prepared to safely operate these vessels, and do so with pride and professionalism. The use of a limited number of Coast Guard-owned, Auxiliary-operated UTL-T small boats may become real, albeit the program is restricted by funding constraints to less than a year. With fine Auxiliary performance and documented success stories, perhaps similar programs may become routine in the future of Coast Guard operations. Many eyes are upon all of you who may be called upon to operate Coast Guard-owned boats.

I ask that we instill a sense of pride and discipline in our personal appearance and in the manner in which we carry out our missions, and our organizational communication. "The prosperity of the nation is in proportion to the discipline of its forces" (John Adams). That quote was in part also meant to describe Gen. George Washington's Continental Army and associated militia — all of which made up what was essentially an unpaid volunteer force.

I ask that the Auxiliary's leadership at all levels try to continue or enhance appropriate discipline by ensuring our grooming and uniform standards are instilled in new volunteers and enforced per the new Auxiliary manual.

I ask you to make the chain of leadership and the procedures for proper and expedient communications work well within the Auxiliary. That which is passed from the top of Auxiliary and Coast Guard leadership should make it down to flotilla membership in a timely and accurate manner, and concerns coming up the chain should be shared at all levels prior to appearing suddenly

at the highest.

I ask that you continue to embrace the "one team, one fight" attitude to ensure we cooperate appropriately with other national and state recreational boating safety organizations such as the Power Squadron. There is little room to shun cooperation with others where gaps in coverage exist and competent help is available. This spirit of cooperation has led Americans through the toughest times for generations.

I ask that all of you watch expenses — we should be frugal with respect to travel, conferences, and workshops to ensure the best bang-for-the-buck. This is especially relevant in the next couple of years as we all have a special concern regarding the negative impact on cash flow by reduced membership resulting from PSI requirements (I am promoting the Associate Membership opportunity to the active Coast Guard). And we are all faced with the funding priorities associated with priority programs such as Deepwater, Rescue 21, small boat replacement, and standup of new port security assets.

I note that the Auxiliary has marked its 65th anniversary. I say to the founders and those that have followed, "Well done!" It's a distinct pleasure and honor for me to serve as "your" Chief Director of Auxiliary. I continue to be amazed and proud of what the Auxiliary has done, can do, and will continue to do, and I will serve you to the best of my ability.

Finally, please be careful out there — embrace "risk assessment" during all of your missions. And have a great Coast Guard day! 🌟



**Capt. Reed Bell, left, parasail vessel operator, and his crewman, Roger Rosete, ready their boat for a session on the water as Auxiliarists Claude and Betty Bullock of 13-8 D7 from Islamorada, Fla. Watch the parasail fill.**

*Photos by Jeremy Smith, BC-APR, National Press Corps*



# Making Parasailing Safer

Creating a parasailing safety inspection program was right up the Auxiliary's alley

**BY JEREMY SMITH,**  
BC-APR, National Press Corps

When a tragic accident claimed the lives of a mother and daughter while parasailing near Fort Myers, Fla. two years ago, the Coast Guard's Marine Safety Office (MSO) in Tampa, Fla., which investigated the accident, called upon the Coast Guard Auxiliary for help.

MSO asked the Auxiliary and local parasail companies to assist in creating voluntary new safety guidelines for the popular water sport.

Currently, parasailing is an unregulated industry. While federal regulations state that a vessel for hire that is underway with passengers must be "under the direction and control of a Coast Guard licensed master or operator," the operator is not required to demonstrate any formal training or experience for parasail operations in particular.

Attempting to reduce the number of accidents caused by the demanding sport, MSO Tampa hosted the Coast Guard's first Commercial Parasail Vessel Workshop on Jan. 21, 2004, under the direction of LT Scott Muller,



The parasail program was created to promote commercial parasail vessel safety in a non-regulatory manner, for those vessels that operate on the western coast of Florida.





The new parasail vessel safety exam program brings to a total of four the number of voluntary inspection programs offered to the boating public by the Auxiliary.

## PARASAILING

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USCG, Senior Investigation Officer for the unit.

Along with members of the Auxiliary, about 122 parasail industry stakeholders from around the nation and the Caribbean took part in the interactive seminar. Participants were encouraged to identify concerns, observations and safety initiatives as they related to the parasailing industry and its safety.

As a result of the workshop findings, the Coast Guard launched the first ever Voluntary Commercial Parasail Vessel Safety Examination Program, to be run by the Coast Guard Auxiliary.

The exciting new program brings to a total of four the number of voluntary inspection programs offered to the boating public by the Auxiliary.

Similar Coast Guard approved safety

programs are in place for recreational boaters, commercial fishermen and operators of commercial charter boats. In each of the four boating classifications, specially trained civilian volunteers of the Coast Guard Auxiliary provide this valuable service to the Coast Guard and the boating public at no cost to the applicant.

Coast Guard safety decals are affixed to vessels that pass the inspection. Owners of vessels that do not pass will not be referred to law enforcement and will be given an opportunity to re-apply for the decal once the vessel is brought into compliance.

According to Auxiliarist John Lilburn, Parasail Program Manager for MSO Tampa, the parasail program was created "to promote commercial parasail vessel safety in a non-regulatory manner, for those vessels that operate on the western coast of Florida." Mr.

Lilburn is a member of Flotilla 7-5, District 7, and spends most of his free time working as a volunteer in the new program at MSO Tampa.

Lilburn emphasized that local parasail operators essentially developed the program in partnership with MSO Tampa in response to the number of parasail-related casualties occurring in this area during recent years.

"The operators established the program's exam criteria, where the Coast Guard only facilitated its development and supported the outcomes by conducting the voluntary examinations," he said.

"The examination stresses proper maintenance and record keeping of parasail equipment as well as requiring operators to conduct parasail operations within certain established safety confines," he added.

Certificate No. 001 was proudly awarded to Capt. Al Fawe of Cortez



**During the last 10 years, MSO Tampa has investigated about 24 separate marine casualties involving parasail vessels.**

Parasail of Cortez, Fla. on July 1, 2004, following a careful inspection of the line, harness, chute, winch and maintenance logs for his parasail vessel, Flyin' Bandit.

The much-anticipated inspection was conducted by Auxiliarist Michael Shea of Flotilla 7-9, District 7. Shea is also a volunteer marine investigating officer with MSO Tampa and estimates that it takes about an hour and a half to perform each inspection.

"This is a momentous occasion," Shea said. "Others will be copying our program."

For many, the change could not have come soon enough.

An accident in December 2003 put

U-Fly Parasail of Cortez out of business after two girls drifted onto power lines when their chute line ran off the spool. The girls were fortunate to have suffered only minor injuries.

Shea now encourages the public to look for the Coast Guard "Seal of Safety" decal as proof of inspection when choosing an operator. The decal signifies that the vessel has been proven to maintain a recognized safety standard.

"If the public asks for it, it will force the companies to join," he said. Vessels without a sticker are subject to boarding and inspection by the Coast Guard. "If you have the sticker, we're not

going to mess with you. We know you've met the requirements," Shea said.

LT Muller noted that during the last 10 years, MSO Tampa had investigated about 24 separate marine casualties involving parasail vessels, representing about 27 percent of all parasail loss incidents in the United States for the same period. Honolulu, Hawaii is the only MSO to exceed the Tampa parasail loss record.

At present, 31 parasailing businesses operate along the west coast of Florida between Clearwater and Marco Island, making this area one of the country's most popular destinations for parasailing.

During the busy season, spring break through summer, it is not unusual for a boat operator to take up to 30 customers a day. A session of about 12 minutes costs between \$55 and \$75. Operators are able to increase profitability by taking up to three people at a time, however.

Joe Bernhart, owner of Cortez Parasail & Fishing Center, also stressed the importance of preventative maintenance that is described in the new program. Areas of special concern are the chute line, the harnesses, the parachutes and the winch and retrieving system, he said. All must be checked regularly for signs of wear and tear.

John Johnsen, owner and operator of Fun N Sun, agreed. He said he intends to become certified as soon as he completes his two months of record-keeping required by the Coast Guard.

"It's important to get a standard, a baseline, for parasail safety," added Chris Abbott, who makes parasail chutes at his Bradenton business, Custom Chutes, Inc. Abbott's expertise played an important role in developing the new industry safety standards. His company is the world's leading manufacturer and supplier of parachutes for the parasailing industry.

"He has been invaluable to us as far as helping design safety standards in the industry," Shea said.

Ultimately, Shea hopes that all 31 companies will sign up to be inspected and that the Coast Guard Auxiliary's vital new safety program will soon be adopted by Coast Guard districts nationwide. 🌀

# NACON Highlights oppor to Serve Coast Guard and



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# tunities Country

**BY ED SWEENEY**

DVC-AP

*Photos by: Mel Borofsky, BC-APS*

**A**dm. Thomas H. Collins, Commandant of the U.S. Coast Guard, announced At NACON that beginning in Fiscal Year 2005, there would be \$500,000 to support the Auxiliary Standard Maintenance Program for surface facilities.

These funds are in addition to the existing \$4.5 million Auxiliary operating budget.

Collins also announced that there were plans in the works for Auxiliary units to acquire Boston Whaler small boats, used by the Coast Guard during Operation Iraqi Freedom, as requested by their respective District Commanders.

Other major topics discussed include the shift to Sector commands over the next two years, and the Auxiliary's role therein.

Moreover, it was announced at the Personnel Department workshop that perspective members would soon be given the opportunity to take AUXOP and online exams while awaiting final security clearance, enabling them to make use of the time prior to actual membership to prepare for success.

Several hundred Auxiliarists, along with members of the Coast Guard active duty and reserve, as well as international guest and partner agencies, gathered in early September in Costa Mesa, Calif. for the Coast Guard Auxiliary's annual national conference (NACON).

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**The following are the results  
of the elections that took place  
on Friday, 03 November 2004:**

**GENE M. SEIBERT,**  
NATIONAL COMMODORE

**STEVEN M. BUDAR,**  
NATIONAL VICE COMMODORE

**NICHOLAS KERRIGAN,**  
NATIONAL AREA COMMODORE  
—ATLANTIC (EAST)

**KENNETH J. KOEPPEN,**  
NATIONAL AREA COMMODORE  
— ATLANTIC (WEST)

**DAN F. NEIDERHISER,**  
NATIONAL AREA COMMODORE — PACIFIC.

"We need you now more than ever in your 65 year history. Speaking of history, and how it is said to repeat itself. In World War II, the Auxiliary provided an invaluable role during a time of heightened security risk. Sound familiar? The same is true today."

– **ADM. THOMAS H. COLLINS**, *Commandant of the U.S. Coast Guard*

## NACON

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This year's theme — Golden Opportunities — represented the vast amount of opportunities to serve the Coast Guard and the country, no matter where a member's interests lie.

"Your continued efforts make our waters safer for all," said Dept. of Homeland Security Secretary Tom Ridge, via a video greeting. Ridge also applauded the Auxiliary for our continued efforts in Recreational Boating Safety, and he also challenged the Auxiliary to continue to assist the Coast Guard with Maritime Domain Awareness (MDA).

"These are exciting times to be wearing a Coast Guard uniform," said Adm. Collins at the Commodore's banquet. "The past two years have had tremendous challenges, but today the nation is safer in part because of your efforts."

Collins offered up what he called "views from the front office." He reviewed some of the milestones that have taken place in the three years since 9/11.

"One of these milestones was the creation and implementation of the Maritime Transportation Security Act (MTSA). Without Auxiliary support," Collins said, "the implementation would have been much more difficult."

"In the area of Maritime Domain Awareness (MDA), the Auxiliary has been a huge asset. From my perspective, MDA reduces risks by giving us a method of comprehensively assessing our risks. Our goal is to be able to identify friend from foe."

"However," Collins said, "there are still security gaps, especially with respect to smaller vessels not subject to inspection by the Coast Guard or that are not subject to the provisions of MTSA. We need more eyes on the water to make sure that these gaps are filled. Your ability to observe and



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report what is going on is invaluable."

The success of the Coast Guard's Maritime Domain Awareness program is dependent on the Auxiliary as a force multiplier, Collins said.

"We need you now more than ever in your 65 year history. Speaking of history, and how it is said to repeat itself," Collins said, "In World War II, the Auxiliary provided an invaluable role during a time of heightened security risk. Sound familiar? The same is true today."

"We in the Coast Guard have done so much, because you have done so much," Collins said, citing Auxiliary accomplishments in patrol hours, AIM assistance, the establishment and growth of the AUX medical Corps, as well as Auxiliary increased public affairs outreach efforts.

"During special events like the Democratic and Republican National Conventions, the Auxiliary came through for us, providing a wide range of support," he said.

Collins cautioned that there is still much to be done in support of

Homeland Security, and in providing surge capabilities in support of MARSEC levels two and three. "Our fundamental problem is — we have too much coastline and not enough Coasties. We need more eyes on the water, and you are those eyes."

"We have to deliver safety and security," Collins said in summation and thanked the Auxiliary for stepping up to the plate.

Vice Adm. Thad Allen, Chief of Staff — United States Coast Guard also addressed the membership. He recounted the stories he was told by his dad, a WWII veteran, who was fond of using the term "watching your six" when referring to the lookouts in the rear of large slow flying bombers.

That phrase, Allen explained, was meant to cover someone's back. "And that is exactly what the Auxiliary has done since 9/11 — they have covered our (the U.S. Coast Guard's) back."

Allen cited the work of Auxiliarist Dr. Richard Lavy, and his team of medical professionals, who provided much needed support with MDs, RNs,

Physician Assistants, and EMTs. He also commended the AUXAIR program, stating "it is growing, and has never been stronger. Moreover, though the efforts of the Aviation Capabilities Team, you have improved aviation safety for everyone."

Allen also discussed several other issues, including the Personal Security Initiative, the conversion of Coast Guard Groups and converting Marine Safety Offices (MSOs) into Sectors, and some strategic issues.

"The personal security initiative is a tough one, but nonetheless necessary," he said.

He asked for the membership's continued patience as the Coast Guard works with various Department of Homeland Security (DHS) agencies to streamline the process.

The Coast Guard's movement to the Sector structure, Allen explained, represents a fundamental change in Coast Guard policy. The move will combine

existing Group and Marine Safety Offices into one unified command.

"The shift aligns the sector into a unified command, as required by the Incident Command System," stated Allen.

In essence, the Sector will be divided into Prevention Activities and Response Activities; each will house their corresponding assets to accomplish these missions.

It is expected that once the shift to the Sector format is made, estimated to be completed sometime in fiscal year 2006, that a senior-level Auxiliarist will be assigned to work closely with the Sector Command.

Allen concluded his remarks by discussing several strategic issues, including the budget.

"Since 9/11, our budget has grown rapidly, but not as fast as our missions," he said. The fiscal year 2006 budget would focus on reducing risk in the maritime environment, and calls

for the establishment of a Maritime Domain Awareness Office at Coast Guard Headquarters.

Moreover, efforts are underway to increase our presence and our response posture, and he stated that the Auxiliary would play a large role in the accomplishment of these goals.

"Who better than the Auxiliary has the local expertise to know when something is out of sort? We will rely heavily on your programs such as Waterway Watch to accomplish these tasks," said Allen.

"The Auxiliary is part of the 'Tier 1' players in the defense against terrorism," said Rear Adm. Dennis Sirois, Assistant Commandant - Operations, who also spoke at NACON.

Quoting the late President John F. Kennedy who said "The time to repair the roof is when the sun is shining," Sirois said that the Coast Guard is working feverishly to upgrade its assets through the Deep Water program, and is expecting to pour billions of dollars into that program through fiscal year 2006.

Rear Adm. Sirois also addressed specific activities in which the Auxiliary can play a role to become a true force multiplier.

"You can further increase your recreational boating safety outreach efforts, in order to prevent SAR cases from happening," he said. "You can further increase your surface and air presence on our local waterways, and you can assist our (station) teams by imparting your local area knowledge.

"And of course, you can use the Waterway Watch program to harness the eyes and ears of the nation's 70 million-plus boaters," Sirois said, adding that this program would be a huge asset to keeping the nation safer.

Sirois also addressed the power of volunteerism. He began with a quote from the late President Ronald Reagan: "No matter how big and powerful that a government gets, or how many services it provides, it cannot take the place of volunteerism."

"You have saved over 23,000 lives since your inception. Moreover, with your assistance, recent maritime area events, including the G-8 Summit, and



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"Who better than the Auxiliary has the local expertise to know when something is out of sort? We will rely heavily on your programs such as Waterway Watch to accomplish these tasks."

– VICE ADM. THAD ALLEN, *Chief of Staff - United States Coast Guard*

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“You have saved over 23,000 lives since your inception. Moreover, with your assistance, recent maritime area events, including the G-8 Summit, and both the Democratic and Republican National Conventions, took place without a hitch,” Sirois said.

**- REAR ADM. DENNIS SIROIS,** *Assistant Commandant - Operations*

## NACON

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both the Democratic and Republican National Conventions, took place without a hitch,” Sirois said.

“I know what the Auxiliary is capable of, and I know that the Coast Guard’s job is made easier as a result of your efforts,” said Captain Barry Smith, Chief Director of the Auxiliary.

Smith quoted from Andrew Jackson, “The first duty of a good soldier/citizen is to attend to the safety of their country.” Captain Smith went on to say that using this definition; he knows that “Auxiliary members are all good citizens.”

As an example, he cited the efforts of D7 Auxiliarists who were working to assist FEMA — the Federal Emergency Management Agency — in the wake of Hurricane Charley and Frances, after devastating Florida.

Smith also discussed what he would be asking from the Auxiliary. Again, he began with a quote, this time from John Adams, who said, “The prosperity of a nation is in proportion to its discipline.”

“Today I am asking you to re-invigorate a sense of discipline, right down to the flotilla level,” said Smith.

“Discipline begins with top management, and I look forward to working with Commodore Seibert over the next two years.” Smith further said that we should continue our Operations training to remain Semper Paratus, and that risk management should be considered in everything we do.

He asked Auxiliary members to “encourage an atmosphere of cooperation with other individuals and other agencies. Moreover, I ask you to do whatever you can as the Coast Guard moves to the Sector structure.”

Smith continued by saying that although RBS may not be as glitzy or glamorous as operations and MDA



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“As [President] Harry S. Truman once said, ‘men and women make history – not the other way around.’ I know that I am echoing the comments of outgoing NACO Edgerton in saying we can and will meet any challenge, and together we will change things for the better.”

**- NACO-ELECT GENE SEIBERT**

work, it is still as necessary as ever. He also encouraged frugality in expenditures, echoing Vice Adm. Allen’s remarks regarding “our missions grow faster than our budget does.”

National Commodore (NACO) Bill Edgerton addressed the membership noting in his last log entry “the accomplishments over the last two years are because of the members. I have always taken great pride in representing you all.”

He expressed his thanks to all the flotilla members throughout the organization, and concluded by stating, “I am certain that we will meet and overcome any challenge.” He then passed the NACO gavel to NACO-elect Gene Seibert, who presented Edgerton a framed NACO burgee and a picture of an eagle at dawn.

“Being the National Commodore is

not a one-man operation.” Seibert said. “We must all work together to strike a balance between homeland security and recreational boating safety.

“I am often asked ‘what does it take to get to the top?’ My response is that it takes the same thing it took to get started — a sense of urgency about getting things done.” He also cited a need to have the courage and conviction to get things done, even when these things are unpopular.

In recounting his various elections over the years, Seibert said that perhaps the most critical of any of the elected positions was flotilla commander, since that is where the proverbial rubber meets the road.

“As [President] Harry S. Truman once said, ‘men and women make history – not the other way around.’ I know that I am echoing the comments



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of outgoing NACO Edgerton in saying we can and will meet any challenge, and together we will change things for the better.”

*For more detailed NACON coverage, including more photos and awards, visit SITREP online at [www.teamcoastguard.org](http://www.teamcoastguard.org)*



Auxiliary members make sure no one's making waves at Western Kentucky's Pisgah Bay Boat Races except the racers

# Keeping It Smooth

**BY BILL AND MARY HUSFIELD**  
Flotilla 8-10

There have been Pisgah Bay Boat Races held on Kentucky Lake in Western Kentucky, each summer for as long as many can remember.

In fact, for locals it almost wouldn't be summer without the races. Fans come from miles around to enjoy the fun, share boating experiences and cheer on the contestants.

Sponsored by the Kentucky Drag Boat Association, the three weekend race events held during the summer months feature blown-alcohol boats, hydros and jet-powered boats, and flat-bottom racers that skim across the water at speeds often exceeding 150 mph.

The drag boat races take place inside a bay off the main lake, which is the Tennessee River, at about mile 30. Organizers use this bay since they need smooth water when they hit speeds in excess of 180 m.p.h.

A race that draws a magnitude of spectators such as this needs multi-

ple facilities to keep them directed to the proper safe areas. The races are held one weekend a month in June, July and August.

The Auxiliary in Eighth Eastern Region Division 8 has supported the race committee for the past several years. The Flotillas that have support them are Paris Landing 8-10, Kentucky Lake 85, Lake Barkley 87 and Kuttawa 8-11.

"The Coast Guard Auxiliary is a very important part of our race weekend," said Roger Austin, President of the Kentucky Drag Boat Association. "The Auxiliary has been working to control the water for us for several years and has asked nothing in return."

Auxiliary members have had support from regular Coast Guard from MSO Paducah, Tennessee Valley Authority Police and sometimes from representatives from Kentucky Fish and Wildlife. Due to commitments for the other agencies, however, most often it is just the Auxiliary there.

While the races are a lot of fun, and

provide a lot of excitement, they also can be dangerous. Any wake may cause the races to cease until it is calm again, or if a wake does come when they are racing, it may cause a boat to become airborne and crash, or swamp due to their low freeboard.

"We cannot control the wind but the Coast Guard Auxiliary does a fantastic job of controlling the boating public to keep them at a no wake speed," said Austin.

One contestant did crash last year (not necessarily due to a wake) and broke apart into many chunks of foam, ranging from less than one inch to larger than 12 inches. The race is on a 7 mile course, equipped with electronic timers.

The Auxiliarists play an important role by advising the spectators when they anchor outside the safety zone, advising them when they going too fast and making a wake, and warning them when they wander into the race course deceleration area.

"If we had the extra personnel we could put our people out there, but







**The Pisgah Bay Boat Races, featuring blown-alcohol boats, hydros and jet-powered boats, thrill thousands of fans during the summer.**

*Photo by the Kentucky Drag Boat Association*



**Patrolling the Tennessee River during the boat races. Mary Husfield on the PWC, and Bill Husfield, Fran Carpenter and Gary Lewis on the patrol boat.** *Photo by Bill Mason SO-PA 08E 11*

the results would not be as favorable as they are by using the Auxiliary," Austin said. "Because of their 'official' capacity, the boating public pays a lot more attention to what they say rather than they do to our people."

Auxiliarists can and do use any Auxiliary Operational Facility available, even personal watercraft

(PWC). One member had a PWC, and qualified as a PWC operator using it at the races in 2003. Another member purchased a PWC, and now there are five members qualified as PWC operators from Paris Landing and Kentucky Lake Flotillas.

These races are held regardless of the weather, but they will suspend

racing in driving downpours or lightning, and will delay until it is safe. The races are full-day events, starting around 10 a.m. and can last until 6 pm., depending upon how many drag boat contestants there are, weather conditions, etc.

These can be tediously long days for the Auxiliary boat crews. Most of the time is spent talking to boaters about where to go and moving at a no-wake speed.

At the race committee's request, Auxiliarists occasionally intervene when boaters charge into the no-wake zone at full speed because they failed to keep a proper lookout and missed the no-wake markers.

But usually Auxiliarists just simply work quietly in the background, helping ensure the fans enjoy their summer days on the water.

"The Coast Guard Auxiliary doing what they do allows us to do what we do, and we appreciate it very much," Austin said. "We hope this relationship will continue for several years to come." 🌟

# Coast Guard Auxiliary Mobilizes to Support FEMA

Auxiliarists assist agency after several hurricanes slam into southeast

**BY ED SWEENEY, DVC-AP  
AND WAYNE SPIVAK, BC-APG**

Dozens of Auxiliarists from all over the country were mobilized recently to assist the Federal Emergency Management Agency (FEMA) in the wake of hurricanes that struck Florida and wreaked havoc over the southeastern United States.

Originally dubbed Operation Charley-Foxtrot, for both Hurricane Charley and the requesting agency, the Federal Emergency Management Agency (FEMA), the program expanded after Hurricane Frances struck Florida during Labor Day weekend.

FEMA contacted members of NEXCOM while they were at NACON, requesting volunteers to be trained as Community Relations Assistance Officers for a minimum two-week tour of duty.

The initial Auxiliary response came after Hurricane Charley devastated Florida in mid August. Members of a specialized U.S. Coast Guard Auxiliary unit, the G-OCX/D7 Computer Support Group, had been requested to assist in the setup and implementation

of FEMA's computers and computer support operation, located in Port Charlotte, Fla.

The unit was mobilized to assist FEMA, a sister agency in the Department of Homeland Security, as FEMA works to assist in the post-Hurricane Charley recovery process. Greg Burrell, a FEMA Regional Coordinator (Orlando Field Office) made the request.

When Auxiliary advance team members Hal Leahy and Sam DeFazio arrived, they found they had preceded the computer systems.

FEMA, utilizing the concept of asset conservation, tasked the advance team to locate land that could accommodate 10,000 mobile homes to be used as temporary shelters for the thousands left homeless in the wake of Hurricane Charley.

The G-OCX/D7 Computer Support Team was also instrumental in finding some suitable locations for both the temporary housing and the staging areas. They used personal GPS units

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## HURRICANES

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and local area knowledge to pin-point exact locations of the sites and boundaries.

Using their computer skills, they even downloaded aerial photos from the web of the perspective areas. FEMA not only had a tract of land circled on a map but now they had pictures of what the site actually looked like.

Utilizing additional navigational and computer skills, the team was able to solve another logistical problem facing FEMA — the possible use of port facilities.

Port Charlotte's waterways are too shallow for commercial vessels to make their way inland from the open sea and to some of the barrier islands. The team utilized the Coastal Pilot to determine that a port facility, which was recently deactivated, had a depth of 32 feet. This allowed FEMA the opportunity, if necessary, to bring barges into the area carrying relief and re-construction supplies.

The team then requested members of Flotilla 87 D7 to ascertain site infor-

mation and current conditions. Flotilla 87 is located in Englewood, Fla. and led by Skip Wilson, Flotilla Commander. This Flotilla had previously participated in post hurricane Aids to Navigation inspections to check for damage to the areas aids.

In the meantime, the team was also asked to find a vessel that could, if needed, move equipment and supplies to some of the barrier islands that can only be reached by boat. The team, along with help from Flotilla 87 members, discovered that the Army Transportation Corps maintained a LSM (Landing Ship-Medium), used to move supplies, people and vehicles. The draft of an LSM could be as little as 3 1/2 feet. This small draft, if needed, would permit movement of material from the wharf to loading dock, thus allowing the relief material to be off-loaded, quickly and easily.

According to CDR Kevin Crawley, the Director of Auxiliary for the Seventh Coast Guard District, "Our unpaid Auxiliarists come from all walks of life, from computer specialists, such as this team, to contractors, educators, lawyers and the medical

community. They all band together to assist the Coast Guard, and when able, they band together to assist their fellow government agencies."

Auxiliary Support continued to pour into the southeast after Hurricane Frances came ashore over the Labor Day weekend, causing more upheaval and destruction. A number of Auxiliarists from around the country volunteered to be trained by FEMA as Community Relations officers.

"Things are quite a mess down here. There are lots of people that need lots of help," said Jerry Hale from Point Roberts, Wash. (District 13). Hale and his wife Sue plan to stay as long as FEMA need them.

"These folks are performing in a superb manner in support of a sister DHS agency (FEMA)," said Cmdr. Chris Olin, G-OCX-2.

Once again, the Auxiliary displays that they are ready, willing and able to lend a hand to those in need, irregardless of the distance involved and the nature of work. "We'll do what needs to get done, and we'll go back home when the job is finished" said Dan Weggeland, ADSO-PAS 11NR. 🇺🇸



# NSBW2004

**BY HARRIET HOWARD, DVC-AS**

The North American Safe Boating Campaign kicked off on May 22 with National Safe Boating Week (NSBW) events held in the United States and many parts of the northern hemisphere.

Public Affairs Officers set up boating safety booths and vessel examiners performed vessel safety checks. The media covered many events and public safety announce-

ments produced by the National Public Affairs Department were aired coast to coast.

The Coast Guard Auxiliary partnered with members of the Coast Guard, the U.S. Power Squadrons and other marine organizations for safe boating activities. The message heard by the boating public was "Boat Safe. Boat Smart. Wear It!"

Here is a look at some of the NSBW campaigns from around our Flotillas:

**Canada:** In Wallaceburg, Ontario, Canada, the Canadian Coast Guard Auxiliary and the Power Squadron set up an information trailer, while the Maple City Marine dealer displayed boats and safety equipment.

**1 NR:** The annual event was celebrated with boating safety days, parades, vessel safety checks (VSCs) radio, TV and newspaper publicity and proclamations signed by New England governors. In the Boston area, Auxiliarists attended the annual "Auxiliary Night" at the Boston Pops. Coastie®, the boating safety robot, was on the go throughout the district.

**1SR:** In New York City, NSBW events were kicked off at the Intrepid Air and Sea Museum. On Staten Island, the Coast Guard Cutter, KATHERINE WALKER, was open to the public. In New Jersey, Auxiliarists received a NSBW Proclamation from the Monmouth County Board of Chosen Freeholders and a "Vessel Exam Fair" was held at the Woodbridge, N.J., Municipal Boat Ramp.

**5SR:** In honor of NSBW the Independence Seaport Museum at Penn's Landing, Philadelphia, offered free admission on May 22. On May 22 and 23, the Philadelphia Fireboat put on spectacular water displays for the



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public. Auxiliarists were on hand at the Open House at Coast Guard Station Lake Erie to assist in the water rescue demonstrations, flare exchanges and children's lifejacket (PFD) exchanges.

**5SR:** In Washington, D.C., actor John Amos hosted a special NSBW event in conjunction with the National Safe Boating Council, and Division 2,

(D.C.), held a PFD fashion show. In Maryland, a NSBW Proclamation, signed by Gov. Robert Ehrlich, was presented at Activities Baltimore. To attract the kids, Coastie® visited the Open House at the Indian River Coast Guard Station. At Station St. Inigoes,

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## NBSW

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Md., the personnel took youngsters aboard their 25-foot Safe Boat. In Virginia Beach, Mayor Meyera Obendorf read a NSBW proclamation at the event at the Old Coast Guard Station.

**D-7:** The Coast Guard and Auxiliary joined forces for the NSBW kickoff on May 22 at the Florida Keys "Safe Boating Expo." The Coast Guard Cutter EAGLE was on display at Group Key West. Aboard the vessel Congresswoman Illeana Ros-Lehtinen recognized the Coast Guard and the Auxiliary for their boating safety efforts. A HH-65 Dolphin helicopter from Air Station Miami put on a Search and Rescue (SAR) demonstration for the crowd. Two radio stations broadcast the event live from the Expo. In Puerto Rico, Fajardo Flotilla 1 had a boating safety exhibit at the local West Marine store. PFDs were on display and information was given on weather conditions in this area of the Caribbean. For the kids, "Officer Snook" and "Inky the Whale" booklets were given out. In Dorado City, Mayor Carlos Lopez proclaimed May 22-28 as National Safe Boating Week. Radio Station Yunque 93 covered NSBW events.

**8ER:** In Nashville, Tenn., boating safety and life jackets were the topics discussed on Doug Markham's "Fishing" program on WTN. Spots about the safe boating campaign were aired on Channel 3, Metro Government Access Channel, and on Channel 19, the Community Access Channel. The Nashville Electric Service publicized the NSBW logo in May and PA booths were held at Wal-Mart in Springfield. Also, Gov. Phil Bredesen proclaimed "Safe Boating in Tennessee" for the fourth year in a row.

**8CR:** In Baton Rouge, La., Flotilla 4-

10's kickoff was held at Independence Park where Gov. Kathleen Blanco's NSBW Proclamation was read. The Coast Guard helicopter from Station New Orleans participated in the event which was covered by WAFB TV and WBRI. Boat ramps were manned by Auxiliarists doing VSCs in New Orleans, Metairie, Wetwego and Kenner, La.

**8WR:** Govs. Mike Huckabee of Arkansas and Bob Holden of Missouri issued NSBW Proclamations. The Auxiliary's National Marketing Group's "Wear Your Life Jacket and Boat Safely" exhibit was displayed at the Little Rock, Ark. "Riverfest" in conjunction with the national "Discover Boating" tour, May 28-30.

**9ER:** Cold, rainy weather didn't dampen Division 2's efforts for this year's "Operation Flotation" program. The event was moved indoors to a local YMCA where participants from the media took part in a PFD drill — trying to put on PFDs in a pool while treading water. The Post Standard newspaper of Syracuse featured the activity in an article entitled "Vested Interest in Safety."

**9CR:** There were many PA and VSC events held in Michigan during NSBW. Division 10 held a combined PA/VE event to promote NSBW as part of the opening celebration of the Tri-Centennial State Park on the Detroit River in Detroit. NSBW and the Auxiliary were the subjects of interviews on media stations WPON Radio and WWJ Newsradio 950. Channel 9/10 news in Traverse City featured a "Water 'n Kids" program at the Farwell Elementary School. The news media carried articles on boating safety. The "Safe Boating" logo was displayed on the Mackinac Bridge signs facing both directions and on the International Bridge. Fort Wayne had a PA booth at the Fort Wayne boat show.

**9WR:** In Illinois, Coast Guard Station Wilmette kicked off NSBW with an open house for the community. A 25-foot Coast Guard vessel and two personal watercraft (PWCs) from the Auxiliary were on exhibit. Families got to examine the boats close up. Members of the active duty Coast Guard, Auxiliary and the Power Squadron demonstrated safety equipment, knot-tying and distributed boating safety literature.

**11NR:** In the Sacramento area, a life jacket exchange program was held as a joint effort between the California Department of Boating and Waterways and Division 3 Auxiliarists at five Sacramento area and two San Francisco Bay Area Sam's Clubs. Life jackets were also given away following a Blessing of the Fleet at Lakeport. Coast Guard Air Station San Francisco gave a SAR demonstration with an Auxiliary facility and a 41-foot utility boat (UTB) from Station San Francisco. The UTB was on display at the Berkeley Yacht Club where the Mayor of Berkeley, Shirley Dean, proclaimed "Berkeley Boating Safety Days." There were many SAR demonstrations including those at Whiskeytown Lake, Oyster Point Marina and at Lakeport. These events were well covered by the media. A press conference at Sacramento Radio One kicked off the Third Annual "Sacramento Blitz", May 22-23, with a SAR demo and a "Boat Rodeo." VSCs were set up at most marinas and launch ramps along the Sacramento River. In Utah, Division 7 Auxiliarists taught mini classes on Utah's boating laws and did vessel exams.

**11SR:** From San Diego to Santa Barbara, Auxiliarists celebrated safe boating. The "Boat Smart" slogan was displayed at all 12 of the home games at Dodger Stadium in Los Angeles. In Santa Barbara and Goleta, the Coast Guard Auxiliary logo was flashed on the movie screens of the Metropolitan



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Theaters and also at Loew's Theater in Santa Monica. At Coast Guard Station Channel Islands Harbor, a helicopter demonstration was put on by the "regulars," as well as demonstrations of flares, fire extinguishers and PWCs. In San Diego, a "Beach and Boating Safety Fair" was held on May 23 in which the Coast Guard, life guards and the San Diego Fire Department participated.

**D-13:** Despite the rainy weather Coast Guard Active Duty, Reservists and Auxiliarists performed vessel examinations at the Multnomah County, Ore., Sheriff's Department. Also in Oregon, safe boating booths were set up at the Fred Meyer and Safeway stores. Water safety programs for kids were taught

at the local schools in Newberg, and VSCs were done at the boat ramps at Hagg Lake. In Washington, a safety fair was held at Gray's Harbor and "Boats and Kids" classes were given at three schools in the area.

**D-14:** Gov. Linda Lingle of Hawaii signed a NSBW Proclamation. Ads and articles about NSBW were printed in the May issues of several local marine and fishing publications. On Oahu, PSAs about safe boating week were aired on Olelo TV, the local community TV station. Some flotillas held VSC Mega Weeks ramp watches and others joined forces for the big boat show at Ko Olina, where Coastie and the Coast Guard half-boat were on display. In Guam and Saipan NSBW was celebrat-

ed with safety booths and vessel exams.

**D-17:** In Alaska at Eagle River and at Big Lake near Wasilla, public affairs booths were set up and VSCs were given. Several members of the Fairbanks flotilla traveled 350 miles to serve at Big Lake. Auxiliarists also participated in "Operation Deep Creek" on the west side of the Kenai Peninsula. A BEST team from the USCGC ROANOKE was on site. In Valdez the Active Duty and Auxiliary had a booth at the health fair and the Marine Safety Office in Valdez held a blessing of the fleet.

In 2004, National Safe Boating Week was celebrated in North America from Canada to the Caribbean. 🌊

# Understanding the National Staff Appointment Process

Knowing how the system works can speed candidates into staff openings – and lower frustration levels

**BY GREGG TRASK**  
BC-PFI

Understanding how the National Staff process works can be a daunting task to the uninitiated. As always, knowledge is power and understanding the process can help a member wishing to serve from being frustrated.

A Department Chief (DC) will often become aware of an opening on the staff through a Division Chief (DVC). The DC contacts the division chief in the Personnel Department responsible for staffing (DVC-PS) of the need for candidates. This notification sets into motion a chain of events designed to find the most qualified candidate to fill the open position.

The DVC-PS assists the DC in locating candidates in several different ways. One of the first steps the DVC-PS takes is looking at the National database of applicants who have applied for National Staff positions using the National Staff Application (ANSC 7062) during the prior and current year.

Additionally, names are archived for those that have applied during the two years prior to that. Any candidates who have the desired qualifications are forwarded to the DC along with

their applications and resumes. Of course, the DC and his/her staff are encouraged to use their own networks to find additional qualified candidates.

Auxiliarists seeking a position on the National Staff will often review the Help Wanted section of the CGAUXWEB at [www.cgaux.org](http://www.cgaux.org). This listing includes a brief description of duties with links to more detailed descriptions if warranted and available. It pays to check this section online regularly.

During the process, the DC receives applications and resumes from applicants or from the DVC-PS for the open position. Resumes are reviewed by the DC and by the members of the DC's staff who will be working with the candidate. Frequently, this is the period when there are interviews with the candidate.

If the candidate is qualified and acceptable, the DC contacts the candidate's district commodore (DCO) for comment on the appointment. After reviewing the commodore's comments the DC asks the applicant (now candidate) to complete two copyright waiver forms, the CGAUXA-7 and Auxiliary ANSC 7063, both of which must be signed by either an active duty officer or a Notary Public, and the National Staff Application form ANSC 7062 (CGAUX-25).

All of these forms can be found in the "Forms" section of the CGAUXWEB, and the completed forms must be forwarded to the DC (if the candidate has not previously done so). Then the DC finalizes the National Staff Appointment Request,


ANSC 7061 and forwards it, with all original copies of the applicant's forms to their National Directorate Commodore (NADCO) for approval.

The NADCO reviews the application and conducts an additional interview, if they wish. If the applicant meets with their approval, the packet is sent to the National Vice Commodore – Chief of Staff (NAVCO-COS).

The NAVCO-COS reviews the application packet and has the option of conducting another interview. If the applicant meets with approval, the packet is approved and forwarded to the National Commodore's staff for action. At this time, the DC will make the appointment announcement and notify the other candidates that a selection has been made to fill the position.

Other candidates who applied but were not selected will be considered for other positions when they become available and thanked for their time and interest. The DVC-PS is also notified by the DC and updates the National database that the position has been filled.

All members who have an interest in serving on the National Staff are encouraged to complete the application packet and forward it to the DVC-PS. Vacancies frequently occur in the National Staff and there are many opportunities to make a significant contribution to our members and the boating public.

If you are a person who has something to offer our great organization, consider applying for a position on the National Staff. 





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# Team Work on the Cape Fear River

Two flotillas rally to the Coast Guard's call for daily security patrols in a critical strategic area

**BY JAMES F. BELLUCHE**

USCGAux 10-06

Coxswain: 279526

"Station Oak Island; Station Oak Island. Auxiliary two seven nine five two six; two seven nine five two six. Commencing security patrol on Cape Fear River. Three POB."

With these words, another daily patrol with members of Flotillas 10-05 and 10-06 (Wilmington, N.C. area - Fifth Southern District) begins.

These patrols are unique in that they are security patrols, not safety patrols.

They are run by specially-trained Coast Guard Auxiliary coxswains on a Coast Guard 27' unit.

It is nearly identical to four others serving the same area with Coast Guard crews under the command of Group Ft. Macon. The difference is in the markings of 279526 as "belonging" to the CG Auxiliary. The 279526 crew is also not armed, as are the heavily-armed 27s run by the Coasties.

279526 and its CGAux crews have been in operation for the past 12 months, and are the only such boat and crew in the Auxiliary. They came

into being when MSO - Wilmington found itself short handed after the June - July 2003 stand down of nearly 400 CG reservists who had been called up and stationed in the greater Wilmington area.

With this stand down, 90 new boats in the 20- to 27-foot outboard category were redeployed within the Atlantic region. These were "off the shelf" boats manufactured for public use by Boston Whaler. They were quickly fitted with CG electronic packages, light

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## TEAMWORK

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bars, other equipment and pressed into service.

MSO-Wilmington retained five of these Boston Whalers for security patrol use. Nevertheless, they felt “challenged” regarding whether there were sufficient numbers of available Coasties required to handle all the daily security on the Cape Fear River.

Flotillas 10-05 and 10-06 have had a long-standing operational relationship with MSO-Wilmington, CG Station Oak Island and CG Station Wrightsville Beach. That’s when, FC Harry Otterbein (10-06) and FC Doug Gorsline (10-05) were contacted.

The Port of Wilmington and the

Cape Fear River represent a critical strategic area for the Department of Defense and the Department of Homeland Security.

Military Ocean Terminal Sunny Point (MOTSU) is located half way up the Cape Fear between the Atlantic and Wilmington. It is the largest ammunition port in the U.S. and the Army’s primary East Coast deep-water port. As such, it and the many Military Sea Lift Command ships that serve it require close and tight security at all times. So also does the Port itself.

It is the embarkation/debarcation port for the Army at Ft Bragg and the Marines at Camp Lejuene. Thrown in for good measure is the Brunswick nuclear power plant five miles from the mouth of the Cape Fear. All in all, that

makes for a lot of priority targets to secure along the 17-mile stretch of the river.

This was the situation presented to FC Otterbein and FC Gorsline. If the Coast Guard could supply the combined flotillas with one of the 27s, maintain it and train the coxswains, could 10-05 and 10-06 guarantee MSO they could run the patrols seven days a week (less one- to two days per month for maintenance).

This included running in all weather conditions normally ascribed for this type of boat, other than days when the water temperature fell below 50 degrees (requiring dry suits for the crew).

“Give us 48 hours to check with our coxswains and we will be back with



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you,” was the reply from Otterbein and Gorsline.

With 48 hours the FCs had received absolute assurances from six coxswains from each flotilla. There were sufficient crew-qualified members of both flotillas to fill the other two crew spots required on the three-person patrols. MSO Command was advised of this total commitment from the two Division 10 flotillas and the training began.

Coasties from the other 27s trained each 10-05 and 10-06 coxswain for approximately 30 hours; then the 90-day pilot program began.

The coxswains within the individual flotilla rotated their patrols and 279526 is, itself, rotated between the two flotilla's base of operations – Carolina Beach for 10-06 and Southport for 10-05.

The pilot program was a complete success. MSO became convinced the flotillas could do the job.

Since the beginning of the program in July 2003, the total number of specially trained coxswains has increased from 12 to 18. MSO-Wilmington transferred the command of the 27s to Group Ft Macon, although the operational control of USCGAux 279526 was switched to Station Oak Island and Senior Chief “Bon” Cantrell.

Other than down time for maintenance and below 60-degree water temperatures on the river, the Aux crews have not missed a single security patrol. This work is over and above the regular safety patrols handled by the two flotillas on behalf of Oak Island and Wrightsville Beach Stations.

While the 279526 crews have no law enforcement powers, the twin 150 hp. Mercury outboard-equipped unit draws lots of attention as it makes its way back and forth along the Cape Fear's 17-mile winding route from the Port to the ocean.

Senior Chief Cantrell stated: “The crews of this boat are a tremendous asset for me and the Oak Island Station. They allow me more time for the heavy schedule of escort duty for military ships up and down the river. They provide relief time for more training time for my crews.”

A typical patrol requires more than just keeping a lookout.

Lois Dowty, staff officer for PE with Flotilla 10-06 tells her students in the Operation Waterway Watch segment of her classes: “It's the little things you look for; something that doesn't feel or look quite right.”

Not too long ago, I was on a security patrol with a crew of two. We were patrolling the downtown area when we

noticed several men in orange t-shirts carrying 40- to 50-pound bags down from the street level onto one of the small docks on the river. With binoculars, we could see that they were loading these bags on a 12' john-boat with a very shallow draft. This was definitely strange. At the very least, that small boat would be overloaded with only a few bags; and, where were they taking them and what was in them?

We decided to check it out and slowly crossed the river and pulled along the dock, about 50 feet from where they were loading their boat. All activity stopped as our boat approached the dock and they could see our uniforms and the 27's markings.

I stood by the radio as one of the crew stepped off and greeted the five men that approached us. By then we could see “Wilmington Public Works” lettering on their t-shirts. We told them we were checking to be certain they were not overloading the john-boat. And, by-the-way, what's in the bags? We learned that the bags were cement and they would push the boat under the dock and stack them on eroding portions of the river bank.

We chatted with them for a few minutes and explained the type of work we were doing – both safety and security. They thanked us for our concern and the work the Auxiliary did on the river. Hey! You never know. A few years ago, we would have thought nothing of it. But now?

Although the primary mission is security related, safety issues constantly crop up on our patrols and we attend to them just as we would on any patrol.

A few months back, the 27 was on patrol with Coxswain Wally Bartlett and his crew. They were almost back to their mooring station at Carolina Beach State Park when they came across a 14' john-boat with two adults and two children. When spotted they were tied up to a marker on the south channel leading from the Intracoastal Waterway (ICW) onto the Cape Fear River. 279526 and crew approached to advise them they could not remain tied to the aton.

They then learned that the rental boat's engine had broken down; the adults did not know what to do. They



“We at Ft Macon appreciate the effort of these Auxiliarists and their aggressive attitude to get the job done. It definitely saves three men from my command. Thank you!”

**LT. CHARLES HAWKINS,** *Operations head at Group Ft Macon*



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## TEAMWORK

continued from page 37

declined having one of the local towing companies come to assist them. Bartlett contacted the near-by boat rental company, who promised to send someone right out.

In the mean time, the john-boat was stranded on an aton in a small, but very busy channel, one that was used by boats much larger than theirs. 279526 then “stood guard” for the next 90 minutes, protecting the small boat from wakes from larger vessels making the crossing into the main channel of the river.

Sometimes, just being a traffic cop on the water can give safety to the

helpless boater. One medium size wake and four people could have been in the water, where swift currents always run.

To date the combined 10-06 and 10-05 crews have handled 300 security patrols, logging a total of 3,600 crew hours to this Homeland Security effort. Once again, members of the Auxiliary have answered a call from the Coast Guard to aid in Homeland Security and showed what team work can do. The Operations head at Group Ft Macon, Lt. Charles Hawkins, praised the effort.

“We at Ft Macon appreciate the effort of these Auxiliarists and their aggressive attitude to get the job done,” he said recently. “It definitely

saves three men from my command. Thank you!”

The combined effort and “can do” attitude of these two Division 10 flotillas, is just another example of the spirit within the concept of Team Coast Guard. FCs, coxswains and crew members pushing a little harder to make a difference.

“The work of the Coast Guard Auxiliary is very important to the overall USCG mission of protecting our waters,” said Lt. Cmmdr. Frank Roberts, chief of Wilmington’s USCG Readiness, Intelligence and Planning Unit. “They bring a unique blend of resources and expertise that at this moment in history, we can’t do without.” 🇺🇸





The photo L-R includes Aaron Rehkopf, (news director of Clear Channel Communications Baltimore), BM1 Dave Surran, and LTJG Tim Balunis, both of Activities Baltimore

## 50,000 Watts of Boating Safety Promotion

A new Auxiliarist's 30 years of broadcasting contacts helps get the boating safety message over Baltimore, Md.'s airwaves

**BY CONNIE??**

xxxx

For Tom Conroy, SO-PA Division 13 5th SR, 30-plus years of part-time broadcasting really paid off when accepting his position with the USCG Auxiliary.

"When you do something like this for so many years, you make a lot of good contacts," he said.

That was proven when, as part of National Safe Boating Week, Conroy contacted Aaron Rehkopf, News Director of Clear Channel Communications, Baltimore, Md.,

about the possibility of doing an interview to promote boating safety.

For Rehkopf, the answer was a definite "yes." We later found that his dad was a retired bosun mate third class on Mackinac Island at a lifeboat station, and served on a lighthouse at Thunder Bay Island, Lake Michigan for the USCG back in the '50s.

Rehkopf did have one request: "Remember, radio is theatre of the mind. I'd like to do this interview out on the water underway." That request was gladly granted thanks to the assistance of Coast Guard Activities Baltimore.

May 13, 2004 was the day æ a bright sunny day with a moderate breeze over Baltimore's beautiful Inner Harbor, as gentle waves lapped against the hull. Auxiliarist Tom Conroy, LtJg Tim Balunis, and 1st Class BM David Surran met with Rehkopf, with minidisk and micro-

phone in hand, ready to go.

The interview was conducted on the aft deck of a new 27-foot USCG vessel, and all were impressed with the relative silence of four-stroke outboards compared to their old two-stroke counterparts.

The interview covered many aspects of boating safety, plus the importance of homeland security, and what recreational boaters can do to help. Sharing the water in a busy port like Baltimore was also discussed.

The program, "Maryland Today" lasted 30 minutes and aired on radio stations 93.1 WPOC and 104.3 WSMJ, both in Baltimore. In addition, another Boating Safety program, recorded earlier, aired on 100.7 WZBA.

To top off the successful project, Custom Boating Safety PSAs, written and produced at Conroy's studio, were distributed to area stations for airing.



Auxiliary coxswain Pete De Lair and his crew stopped over 60 boats in six days of patrolling their post as the first boat at the Southern end of the 20-mile long closed Security Zone on the Intracoastal Waterway. De Lair explained the situation to Brunswick shrimp boat captain Andrew Ross and striker Dale Bennett, who were allowed to proceed with a Coast Guard escort summoned by De Lair after their boat was boarded and searched by the Regulars. / **STORY ON PAGE 3**

*Photo by Jim Morrison, Past FC, 10-10, D-7*

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