



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Navigator

VOL. 31, NO. 1 – SPRING 2004

**Mission
impossible?**

**AUXILIARIST FINDS
HIS 'NOTCH' ABOARD
THE *YELLOWFIN***

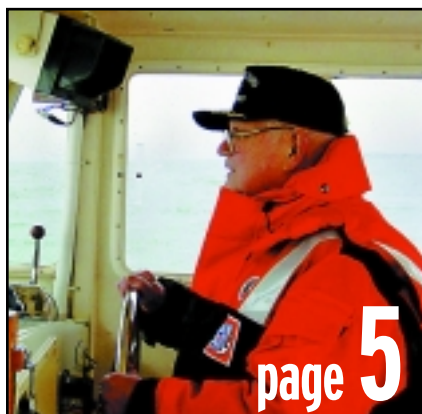
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National Calendar

2004

**NATIONAL
CONFERENCE,**
September 2-4
Costa Mesa, CA

2004 EDITION DEADLINES

SUMMER EDITION
May 15

FALL EDITION
August 15

WINTER EDITION
November 15

Send submissions
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ON THE COVER

Auxiliarist Greg Clark docks a small boat into Coast Guard Cutter *Yellowfin's* (WPB87319) notch under the instruction of BM2 Scott Braithwaite. SEE PAGE 20 USCG photo

Paddling into history

USCGAUX D13 adds paddle craft to their operational facilities

BY ED SWEENEY
DVC-AP

In 1803, President Thomas Jefferson won approval from Congress for a visionary project that was to become one of American history's greatest adventure stories.

Jefferson wanted to know if Americans could journey overland to the Pacific Ocean following two rivers,

the Missouri and the Columbia, which flow east and west, respectively, from the Rocky Mountains. If the sources of the rivers were nearby, Jefferson reasoned that American traders would have a superior transportation route to help them compete with British fur companies pressing southward from Canada.

Well, as the saying goes, "... the rest is history." As the nation celebrates the bicentennial journey of Lewis and Clark, which forever changed the face of our nation, there is yet another innovation/journey of sorts that is being launched by members of the Coast Guard Auxiliary's District 13.

Just as the Lewis and Clark exploration changed American history, this new program is likely

to forever change the face of Auxiliary operations. Using the same means as Lewis and Clark did to explore the great Northwest, Auxiliarists in D13 recently established a program which uses kayaks and other paddle craft as operation facilities.

The program was the brainchild of John Reseck Jr, SO-MT 4 D13, from Port Ludlow, Wash. The reason for its creation was simple, according to Reseck.

"The Lewis and Clark trips being promoted by 'adventure tour operators' along the river trail for the Centennial of their exploration has many worried because of the increase in the 'Family Adventure' business. We hope our PCO program will help promote safety, and make the edge a little wider for those intrepid families who dare to live on the edge."

Reseck, an avid Kayaker, developed the Paddle Craft program at the urging of Lt. Cmdr. Kelly Boodell, Director of Auxiliary, D13. According to Reseck,

SEE **PADDLING** PG. 32



Auxiliarist John Reseck, SO-MT 4 D13, on environmental patrol with paddle craft.



James Dennen, Rear Commodore East, District Seven Coast Guard Auxiliary (left) accepts the Coast Guard's Meritorious Team Commendation Award from Admiral Collins on behalf of the Coast Guard Auxiliary. Photo by Jeremy Smith

Commandant commends DHS

Alien Migrant Interdiction OPs Team in the Florida Keys

BY JEREMY SMITH
IPDCP Div. 13, D7

"When the Commandant of the Coast Guard comes to town, it's a special occasion. When the purpose of his visit is specifically to recognize the achievements of our local Coast Guard forces and our partners in the Department of Homeland Security, it's an event no one wants to miss," said Jim Dennen, Rear Commodore (East), Seventh District

Coast Guard Auxiliary.

Such was the case at Coast Guard Group Key West on Feb. 11, when Admiral T. H. Collins, Commandant, presented the Coast Guard's Meritorious Team Commendation Award to members of the DHS Alien Migrant Interdiction Operations (AMIO) Team in the Florida Keys at a special ceremony hosted by Admiral Harvey Johnson, Commander of the Coast Guard's Seventh District and Captain Phillip Heyl, Commander of Coast Guard Group Key West.

The Department's AMIO Team, consisting of DHS personnel from Immigration and Customs Enforcement (ICE), Citizenship and Immigration

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SEE **DHS** PG. 33



Coxswain T. J. Ridgeway mans the wheel of an Auxiliary Facility on the Chesapeake Bay in freezing winter conditions.

Winter security patrols – regardless of the weather

BY HARWOOD MARTIN
SO-PA, Div. 4, 5SR

The wind this morning is northerly, about 15 knots, temperature near 20 degrees. It's early January—Somewhere on the Chesapeake Bay.

In summer this would be a good breeze for sailing, but today the air is cold — biting cold — and dense. It packs enough punch to raise waves of two to three feet, with heavy spray that freezes on decks, handrails, antennas, and windshields. Everything is quiet except for wind, waves, and the steady diesel rumble. Pleasure boats have long since settled in their shrink-wrap cocoons, and today even commercial watermen are working in creeks and small rivers. Only a distant freighter paints itself on the radar screen.

Who does come here in small craft

on days like this, and why? The United States Coast Guard is here guarding the waterways — always prepared, as they say. Over the holidays, the President and Homeland Security Secretary Ridge alerted the nation to an increased risk for our country and its citizens, and men and women of the Coast Guard are answering the call. However, America has over 350 ports, as well as power plants, major bridges, and dockside storage facilities of various types. The active Coast Guard cannot be everywhere at once, so it calls upon its reservists and Auxiliarists for support.

That's why three of us on Maryland's Eastern Shore are here manning a small cruiser today. We're Auxiliarists and in times of need the Auxiliary expands its more traditional roles of vessel inspection and public

boating education to join in security operations. We don't carry weapons; we're non-combatant, but we're trained for just about everything else the Coast Guard does. In these times, saving lives is not limited to search and rescue; it also involves safeguarding sensitive facilities and sites from our country's enemies.

So when the Coast Guard asked what assets the Auxiliary could provide, Division 4 responded with eight operational facilities, nine coxswains, and seven crewmembers. While 2003 ended, Flotilla 45 joined Flotilla 15 from the Chesapeake's western shore to operate one and often two daylight patrols each day. On Jan. 9, notification came to stand down, as boats and crews breathed a sigh of relaxation, and Activities Baltimore and Station Oxford signaled a hearty "Well done" to their Auxiliary support. ⚓

Mentoring – revisited



COMMODORE
E. W. (BILL)
EDGERTON

NATIONAL
COMMODORE



Recently I had a telephone conversation with a long time (as opposed to 'old') friend in the Auxiliary. During the discussions we touched on some of our Auxiliary experiences and the relationship that has developed between us over the years. Without going into details, it is significant to know that this friend, who I will refer to as Walt for ease of reference, was fairly well up the elected chain of leadership and management while I was just a couple of rungs up the ladder.

Walt appointed me to an investigation with another Auxiliarist and after the grunt work was complete he carefully reviewed our oral report. At times he stopped us to advise us as to the different aspects and interpretations of the information we had collected. At no point did he attempt to influence our opinions. When we had completed the review he spent some time reviewing with us the possible effects that our findings and recommendations could have, not only within the unit subjected to the investigation, but also on the division, district and the Auxiliary as a whole. Without my realizing it at the time, Walt was mentoring me as a leader.

For the next several years, as we both moved up the chain, Walt, as I came to fully realize later, continued to mentor me in leadership and some of the nuances within the Auxiliary and Coast Guard. At no time was there any formal or informal designation or recognition of Walt as being a mentor. This is important and will be discussed later.

Walt has completed his service to the Auxiliary as an elected leader but has continued to subtly mentor me,

not only as an elected leader but also on what to expect as a past officer.

During my time in the Auxiliary, I have been knowingly mentored by several Auxiliarists and have sought mentoring from others. In each case the position as mentor was readily accepted and, at least in my opinion, continues to be honored to this date.

Mentoring is normally associated with the designation of a member as a mentor to assist a member to become more familiar with the Auxiliary and its programs, successfully complete a training course or obtain a qualification/certification. The point of the above anecdote is twofold:

Mentoring is not just limited to the achievement of training goals but also includes the development of those members who display the potential to become future leaders within the Auxiliary, and:

Mentoring is often accomplished without the formal designation of a mentor and without the realization that mentoring is being accomplished.

The mentoring of our future leaders can and must be accomplished in either way, openly or subtly, in order to ensure the future of the organization. Individually, we bring certain leadership skills with us from our previous experiences but there is always room for that little bit of extra knowledge that comes from those who have previously walked in the footsteps of prior Auxiliary leaders.

Does this mean that only commodores should mentor the future leaders? NO. Current and past flotilla commanders, division captains, rear

SEE **EDGERTON** PG. 14

Your part in America's maritime security

Key to defending our nation is the effective knowledge of all activities, events, and threats within any specified domain (air, land, sea, and cyberspace). This "domain awareness" enables identification of threats as early and as distant from our borders as possible in order to provide maximum time to determine the optimal course of action.

Since September 11, the Auxiliary and the nation, have been swamped with new programs, titles, logos and phrases, all designed to better prepare America for this new century and the challenges it brings. Indeed, there is so much happening that you may wonder, "What does it all mean and how do I fit in?"

Two new initiatives for the Coast Guard Auxiliary are Maritime Domain Awareness (MDA) and Operation Patriot Readiness III (OPR III). Their execution and deployment will affect you. The question is, how?

First, let's see if we can't make our way through these new initiatives and pave the way for each of us to participate.

- MDA is a broad-based Coast Guard initiative focusing on maritime homeland security.
- OPR III is an Auxiliary program in support of MDA.

Let's look at MDA first. President Bush, in January 2002, said, "The heart of the Maritime Domain Awareness program is accurate information, intelligence surveillance and reconnaissance of all vessels, cargo and people extending well beyond our traditional maritime boundaries."

For the Coast Guard, this direction meant standing up a new directorate for MDA. It was created in 2003 and is

to be fully functional in 2005.

While the Auxiliary will not likely assist in foreign countries or on the distant oceans, our role will be inshore and in-continent activity of a highly important nature. The Auxiliary is working closely with the new Coast Guard directorate to assure that we are fully in synch with what is being developed. You will hear much more of this effort in future months and be assured, the Auxiliary will play an important part in MDA.

While totally in support of MDA, Operation Patriot Readiness III (OPR III) is, at the present, a much more tactically oriented approach than the overall MDA thrust. Think of OPR III as the Auxiliary's current effort in support of MDA. The key words of OPR III are "execution and deployment."

For the first time, the Auxiliary and the Coast Guard are working together with a new kind of joint planning and execution. It calls for the Coast Guard's identification of critical areas and sites, then the Auxiliary identifying available assets (land, sea, and air) and, with the Coast Guard, planning the use of those assets in meaningful patrol activity. Such planning and execution will be different, depending on which of the three levels of MARSEC (Marine Security) is in effect.

When MARSEC goes from level 1 to level 2 or 3, our operations will surge to take a much larger role in joint operations with the Coast Guard. For us to stay sharp and focused, all of these operations are to be pre-planned and practiced with periodic drills. No longer will we have to ask the Coast



COMMODORE
**GENE M.
SEIBERT**

NATIONAL VICE
COMMODORE
CHIEF OF STAFF



SEE **SEIBERT** PG. 14

OMS initiatives heat up



COMMODORE
**GEORGE
JEANDHEUR**

NATIONAL
DIRECTORATE
COMMODORE
OPERATIONS AND
MARINE SAFETY



Greetings from the OMS Directorate. There have been several irons in the fire since my last article. In the Marine Safety program, last year's numbers are extremely impressive. The number of hours spent in M related missions increased to over 87,000. That is a 262 percent increase over the previous year. The number of courses taken to prepare for the Trident award increased over 1,700 percent from the previous year.

It is clear that the M community has embraced the Coast Guard Auxiliary and is moving out smartly. There is clearly a closeness evolving between the active duty and the Auxiliary. Recently, at the Marine Safety workshop held at N-TRAIN, CMDR Suzanne Englebert, CO of MSO St. Louis, gave a presentation. In it, she mentioned the area she is responsible for (12 states) and strongly emphasized her need for the Auxiliary. I was surprised and impressed when she made the statement, "I only see blue." Clearly, she makes no distinction between the gold and silver.

The M Department is working closely with Training on the Marine Safety AUXOP course. We have no specific date for completion. DC-M has proposed a temporary entitlement of the Trident device similar to what exists with the regulars. The requirements have been approved by NACO. Next steps are to go through concurrent clearance at headquarters. When we have final approval, information will be distributed via Safety Lines.

The Operations Department has been extremely busy. Currently, we are working with G-WKS(human resources) to identify Auxiliarists who have completed TCT training. Once

we have this information, it will be sent to every DCO. TCT is a requirement in surface operations and everyone must complete the eight-hour workshop every five years. The Operations Department is working with the Boating Department on a NOAA initiative on reporting of ATON discrepancies. We are in the beginning stages on this and will have more information as it develops. The Operations Policy manual has been through a review by the division chiefs as well as NEXCOM and is currently at headquarters being edited. It will have one more review prior to printing and distribution. The Operations workshop for 2004 is posted on the Auxiliary web page and is being printed for distribution to all members of the Boat Crew Program. Distribution will be through the flotilla commanders.

A reminder that everyone involved in the surface operations program (except radio watch standers) is required to attend this workshop prior to June 1. As before, non-attendance will prohibit operational orders being issued until the workshop is completed. The Operations workshop will continue to be a mandatory requirement in the years to come.

We have been working with headquarters monitoring the availability and issuance of PEPIRBs. The ALCOAST requires all operational facilities to be equipped with PEPIRBs by the end of June 2004. Currently, 93 percent of the 5,500 plus operational facilities have been outfitted with a pepirb. The remaining seven percent

SEE **JEANDHEUR** PG. 13

Funding RBS programs

This article is going to deal in facts, feelings and emotions. I will attempt to clearly lay facts but, for many of you, your feelings or emotions will have problems with what is presented.

Where feelings and emotions come into play, facts do not necessarily cause every individual to buy into a given course of action or direction. Also, if there are any gray areas, then discussions on various topics can get very complicated.

So, what are we going to talk about? We need to examine how the various programs are funded and what is OK and not OK in terms of funding sources. We will focus on RBS programs but most of the discussion can be applied to any USCGAUX program area.

First, much of what we know or think we know is shaped by the Auxiliary Manual COMDTINST M16790.1E. Outlined in the manual are policies on solicitation/acceptance/use of funds/property/services; commercial advertising; the Coast Guard Auxiliary emblem and official seal; public education course fees; and many other important topics.

When it comes to the funding needed to conduct our programs, most Auxiliaries probably feel that the funds should come from the Coast Guard. In general, the Coast Guard provides member training manuals and may fund certain operating supplies such as decals and literature display racks. In the public education area the cost to produce and publish all PE text books is borne by the Coast Guard Auxiliary Association, Inc. Since program re-engineering efforts commenced in 2000, the costs to operate the Vessel Safety Check program and

Recreational Boating Safety Visitation Program have come from Boating Safety Grants.

As re-engineering efforts are completed, operating funds for VSC and RBSVP will probably find their way back to CG budgets. However, with the Coast Guard's ever expanding responsibilities, competition for budget funds will never cease. Adding to our needs in the funding arena, the Coast Guard Auxiliary is a key action agent in delivering maritime domain awareness messages to the boating public and general population. In addition, responses to regional or national emergencies can create situations where funds are drawn from ongoing programs to meet the crises at hand.

To meet demands, the Coast Guard is building strategic partnerships in both public and private sectors. By the same token, the Coast Guard Auxiliary and/or the CGAuxA are looking for partnerships that can enhance our capacities to serve Coast Guard interests in both recreational boating safety and homeland security efforts.

To those ends we are reaching out to potential partners across the country and offshore. For example, we now have eight states participating in the vessel safety check program. To help promote VSCs, several merchandising companies, with proof of a VSC, offer discounts on boating safety equipment. Private companies have and will continue to fund brochures and safety pamphlets on a wide range of topics. This year a prominent company produced our VSC decals. In addition, we are constantly searching for third parties



COMMODORE
**WARREN E.
McADAMS**

NATIONAL
DIRECTORATE
COMMODORE
FOR RECREATIONAL
BOATING SAFETY



SEE **MCADAMS** PG. 19

Everyones a recruiter



COMMODORE
**CHARLES G.
"TONY"
MORRIS**

NATIONAL
DIRECTORATE
COMMODORE
MEMBER SERVICES



Academy recruiting

In the last issue of the *Navigator*, CAPT Bibeau, Director of Admissions at the Coast Guard Academy, described some significant changes in the Academy recruiting program. I urge you to read it with care, but let me underscore just a couple of key points:

The Academy needs to greatly increase the pool of applicants from which it can select those most suited to the needs of the Coast Guard. That won't happen without our help. This is not just a job for CC officers. Each of us needs to be on the watch for youngsters who might be qualified to be Coast Guard officers.

The Academy is also increasingly interested in applicants who have an interest in engineering (naval architecture and marine engineering, civil engineering, mechanical engineering, or electrical engineering). In turn that means that to a greater degree than in the past, we need to seek out potential applicants who have a strong background in science and math.

Finally, what the Academy needs most from us are simply leads -- names and addresses of promising high school students with whom they can then follow up.

Please take a moment NOW to think about just one high school student who might fit the Academy's needs and give his or her name and address to your FSO-CC at the next flotilla meeting. If your flotilla doesn't have a CC officer, send the information via e-mail or phone to the admissions officer responsible for your state (see the list online at

<http://www.cga.edu/admissions/contactanadmissionsofficer/admissionsofficers.htm>) Or simply send it to: Office of Admissions, U. S. Coast Guard Academy, 31 Mohegan Avenue,

New London, CT 06320-9807


Active duty and Reserve recruiting

The article by CAPT Viekmann in on the next page addresses the critical need for more active duty and reserve personnel. With the new homeland security responsibilities, there are simply not enough people to do the job. At the same time, jobs in the civilian sector are not easy to come by. The Coast Guard IS HIRING! You can make it possible for the Coast Guard to meet its needs and for young people to get a job that has lots of benefits.

Visit the Coast Guard recruiting website and browse the "FAQs" at <http://www.gocoastguard.com/faq.html> to become aware of the general issues. Scan the rest of the site at <http://www.gocoastguard.com> to round out your knowledge of the basic requirements to join and current incentives available.

Think of young people you know who might be interested in serving and encourage them to talk with a local recruiter by calling 1-877-NOW-USCG or visiting <http://www.gocoastguard.com/offices/recindex.htm>. Talk to your family, friends, co-workers and acquaintances about the opportunities in the Coast Guard and encourage them to pass the word. Working together with your flotilla Career Candidate officer, contact a nearby recruiting office, get some recruiting materials, and display them in your community where they will be likely to be seen by young people.

Talk with your local high school and nearby colleges to arrange for a Coast Guard recruiter to visit on career days. Tell prospective recruits about the benefits available to them. The possibilities are endless.

And yes, you WILL make a difference! 

RECRUITING IS EVERYONE'S JOB

BY CAPT B.E. VIEKMAN,
Captain, Commanding Officer
Coast Guard Recruiting Command

As Commanding Officer, Coast Guard Recruiting Command, I thank the editor of the *Navigator* for featuring Coast Guard Recruiting information in these issues. Efforts of this nature go a long way in helping us inform and educate the entire workforce on the current state of events in the recruiting arena.



CAPT B.E. Viekman

Bringing in the next generation of CG members is an important priority of mine, and it's critical to the strength of the Coast Guard team. We are dedicating resources, creating a strategic recruiting plan, and emphasizing the importance of attracting diversity within our recruiting mission like never before.

I'm asking for your help, as Auxiliarists, to help meet our recruiting demands. In your network of contacts, you touch more possible recruits than our recruiting offices could ever reach. Your contacts might be valuable additions to the Coast Guard team! Informing them about the opportunities in the Coast Guard and Reserve, the benefits of Service, and your own dedication to maintaining America's Shield of Freedom will likely encourage others who are ready to answer the call. There are also impor-

tant recognition programs for your help in recruiting!

Coast Guard Recruiting welcomes information on potential recruits, and appreciates your help in this critical mission.

What can the CG Auxiliary do to help CG recruiting?

The Coast Guard Recruiting Command in Arlington, Va., is looking for individuals who want to serve as enlisted or officers, on active duty or as a reservist. In FY04, our greatest challenge will be filling the needs of the Coast Guard and Reserve (where Reserve vacancies exist). As an Auxiliarist, here's how you can help:

- Ask the local CG recruiting office about their recruiting goals/programs and offer your assistance (contact your local recruiter at 1-800-GET-USCG)
- Ensure people are aware that both the CG/CGR are hiring
- Encourage people to contact their local recruiting office by calling 1-877-NOW-USCG or visiting the CG recruiting website at www.gocoastguard.com
- Promote and/or host CG community involvement and events for the public
- Distribute Coast Guard magazines and recruiting literature to the public
- Request to become a career counselor or attend Coast Guard recruiting school through your division officer.

Recruiting Incentives

ALCOAST 471/02 outlines the renewal of an incentive program for assistance to recruiting entitled the "Everyone is a Recruiter" program. There are three incentives: Awards, Liberty, and Readiness Management

Periods (RMP). All members of Team Coast Guard are eligible for incentives except those assigned to recruiting billets. Upon enlistment, the recruited person must advise the recruiter that they were referred by a member of Team Coast Guard. Recruiters must obtain the name, SSN, and unit title of the CG member making the referral.

Awards: Active duty and Reserve personnel are eligible for a Commandant's Letter of Commendation for recruiting one person, a memento item for a second person, and an Achievement Medal for a third. Awards are earned when a recruited person signs a contract to enter the Coast Guard. Civilians and Auxiliarists are also entitled to a Letter of Commendation and Auxiliary Award of Merit, respectively (see ALCOAST 471/02 for more details).

Liberty: Active duty members are authorized 72 hours liberty upon a referred recruit's graduation from recruit training at Cape May, NJ.

Readiness Management Period: Reservists may apply to receive an RMP (the equivalent of one single drill) as an incentive for aiding Coast Guard recruiting efforts per 37 U.S.C. 206(A)(2). They can apply for an RMP for each person recruited but may receive no more than up to four RMPs per fiscal year. Reservists serving in recruiting billets and those supporting recruiting offices on any form of active duty are not eligible for this incentive. Selected Reservists wanting to apply shall submit a written request to their ISC (pf) office via their chain of command and the responsible recruiter. See ALCOAST 471/02 for details. 🌀

Making preparations to relieve the watch ...

BY CAPT P.B. SMITH

Well, it feels like I've done this before - springing up the ladder to the pilothouse to relieve the at-sea watch.

If I can absorb the situation surrounding our Auxiliary "ship", I'll be



CAPT P.B. Smith

well prepared to relieve Captain Dave Hill as Chief Director, Auxiliary, sometime this early summer. The act of relieving the watch can go pretty well if I endeavor to understand what's going on and if the sailors on duty have all under control - or it can be painstaking. But from what I have seen and heard so far, the current watch section, headed up by Captain Hill, Commodore Edgerton and their fastidious crewmembers, is really on top of the situation. So as long as I listen, ask pertinent questions, and make an honest effort to learn the current conditions, I should be ready to utter to CAPT Hill that famous mariner's proposal - "Sir, I offer my relief."

But does the act of relieving as Chief Director mean I will be immediately expert on all that's going on? Of course not! I will need time and patience from many of you to determine if we should adjust our speed or make course corrections. So I ask that you work with me.

As is the case with many active duty Coast Guardsmen, my interaction with

the Auxiliary has been restricted over my 25-plus Coast Guard years. I enjoyed having some fine Auxiliarists standing helm watch on cutters I've skippered, worked alongside many during the preparation and execution stages of the 2002 NACON and Caribbean Volunteer SAR Conferences, and have had the privilege of working with a terrific Auxiliarist at my current assignment. I also attended the January St. Louis N-Train Conference. And what did I get at N-Train? A "fire hosing" of new information from some of the finest, most dedicated and generous folks I've ever met. I assure you I will put this new information to good use.

Who am I? I'll keep it brief - I'm from Massachusetts (yes, a Pats and Red Sox fan), earned a BS in Business Management with a minor in Marine Science. I did some quartermaster time on a high endurance cutter, completed Officer Candidate School and served as a deck watch officer and first lieutenant on a high endurance cutter. I skippered an 82' patrol boat out of Cape Cod, was an instructor at Officer Candidate School and commanded a Surface Effect Ship out of Key West. I served on the Atlantic Area operations staff and earned a MA in National Security via the Naval War College resident program. I was Assistant Chief of the Office of Defense Operations at Coast Guard Headquarters and currently am the Policy, Planning, and OPs Section Chief of the Commandant's International Affairs staff. I've also earned an MS in Education. Boating?

Yes - I once owned an 18' bow rider and currently own a 15' canoe (you can find me on the back creeks of Lake Anna or the Northern Neck of Virginia on calm, sunny days). Family? Yes - married 21 years and have two teenage daughters. Where do I reside? - Spotsylvania County, Virginia (way too far from Chesapeake Bay).

What am I going to do as new Chief Director, Auxiliary? There are so many fine initiatives now underway that I would be remiss if I didn't help see them through. And we will, together, kick-start new initiatives that will help us serve our Coast Guard and our United States. I will expect you to continue to earn the public's trust and to be expert and fastidious while preparing for and conducting your missions. I will implore you to be careful in our waterways, on our roads, and in our skies - risk management! And I will encourage you to cherish and enjoy the camaraderie that you have earned as members of the Auxiliary.

Well, enough for now. Thanks for listening, and believe me when I say I look forward to working with you. And remember always - it's about Honor, Respect, and Devotion to Duty. You should expect nothing less from me, and I will regularly remind all of you that these are the principals of leadership we shall embrace as we carry out the Coast Guard's vision statement - "The world's best coast guard...ready today...preparing for tomorrow."

And, as you will hear me frequently express (I heard it in boot camp in 1979) have a great Coast Guard day! 🌟

ABC – wholesale sales by flotillas

BY DICK CLINCHY

Department Chief, Education

In an effort to get far wider distribution of America's Boating Course (ABC) in the marketplace, a number of initiatives are underway with large retail outlets like West Marine/BoatUS, BassPro, Cabela's and others as well as working to get insurance companies to give the course to their customers who buy boat insurance.

Finally, a member of the National Marketing Group, John Whelan, is close to getting an agreement from a major boat manufacturer to include ABC with the delivery materials on every new boat. The purpose of these efforts is quite simple ...we want to get some recreational boating safety education information into the hands of hundreds of thousands of boaters that otherwise would not seek out such education. There's also the very real possibility that these recipients of ABC that we otherwise would not "touch" might look for further education from us or seek out information regarding joining our ranks.

In conjunction with these "big sale" efforts a wholesale price list has been developed by the ABC partnership between the Auxiliary and USPS but here's the important point relative to this price list. The lowest price at

which we are offering wholesale is still not as low as the price that our Districts pay for ABC! What this means is that should you decide, at the flotilla level, to engage marine dealers or book sellers in your neighborhood in the re-sale of ABC, you can get ABC into your hands for about the same price only being offered to those purchasing 20,000 or more copies annually. That is quite a distinct advantage.

So, now you might ask, "So what?" Well, think about what you could do with minimal additional effort on the part of your members...actually your RBS Program Visitors are the best ones for you to work with if you choose to give this concept a try. Try going to some of the marine dealers with whom you have regular contact, or perhaps book dealers who get boater traffic, and ask them to purchase ABC from your flotilla wholesale. On that price list already mentioned, the price for ABC in quantities of less than 500 is \$16 per copy. So, maybe you'd sell ABC to that dealer at \$16 a copy...or, since you're free to set the price and the dealer would normally have to add shipping charges to that wholesale price, maybe \$20.

On the other hand, if a dealer is a real friend of the Auxiliary, they might be willing to pay you full price for ABC, suggested retail of \$34.95, and enable

your flotilla to yield 100% of the positive cash flow resulting. Let's look at a "for instance" and see what it might do for your flotilla. You find three marine dealers willing to work with your flotilla and they pay you \$20 each for ABC and then re-sell those copies for \$34.95. They make a profit on each sale so will be willing to prominently display it in their store. If we assume, just in this case, that your District price for ABC is \$10 a copy, your flotilla makes \$10 on each sale. If they sell just five copies each month, this will bring \$1,800 into your flotilla's treasury every year.

Think about what your flotilla could do with that sort of added revenue each year with very little additional effort on your members' part. On top of that, even at these levels you'll be providing recreational boating safety education to a minimum of 180 more people each year and likely more since the whole family can share the ABC CD.

This sort of activity is an effective means for your flotilla and the Coast Guard Auxiliary to leverage our efforts to reach more and more boaters. Taken to the extreme, if we could get every flotilla in the United States to do this we'd reach out and touch another 200,000 boaters each year! Now, that's an impressive leveraging of our efforts indeed. 🌀

JEANDHEUR

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will be equipped prior to the deadline. I have made it clear to CHIDIRAUX that no one is to be left on the beach due to a distribution failure. Contingency plans are already in place should the deadline not be met.

At N-TRAIN, it was announced that an Auxiliary Cutterman's pin has been approved in concept. It will now go through the heraldry process. Requirements for earning the pin will be announced when they are completed.

In the aviation community, we are exploring some new initiatives. The aviation staff is currently researching the cost and availability of various portable sensors including FLIR and video downlink equipment, which would greatly increase reporting capacity. We are also looking into the possibility of a pilot program in which AUXAIR would be equipped with some UAVs. Initial steps have been taken in

the initiative and a variety of UAVs have been evaluated for use.

Progress is being made with the new requirement that Auxiliary Aviators be trained in CRM and Spatial disorientation. Several of our aviators have been through the simulator at Pensacola and the CRM training at ATC Mobile. This will continue until everyone has been through the training. LCDR Staier is monitoring this. A proposal was placed before the National Executive Committee authorizing a standard AUXAIR patch for flight suits. I am happy to report that the design has been approved and will be produced. Lastly, the aviation staff is at work on the Aviation Training Text and the AUX 3710 (Air Operations Manual). We do not have a completion date on this, however, it is on the horizon.

As you begin the boating season, please remember to be safe on the water and in the air and keep your situational awareness. 🌀

EDGERTON

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commodores and vice commodores have, through their experiences, gained knowledge that can be extremely valuable to those who choose to follow them. We, as leaders, need to seek out and identify as early as possible those members who display the interest and potential to

assume leadership positions, and then work with them openly or subtly, as Walt did with me, to encourage and contribute to their development as leaders.

Actually it is part of our job to prepare others to assume our positions and that is not simply to make them aware of the duties of each office. It is incumbent on each of us to periodically review, at each level, the potential that exist within our respective

units, flotilla to national, and nurture that potential.

To those that have served and are still serving me as mentors, knowingly or unknowingly, and especially to Walt, I say thanks for your interest, guidance and assistance. To those who are not yet mentoring our future leaders I simply say "Try it!"

You'll receive a lot of satisfaction and further your contribution to the future of the Auxiliary. 

SEIBERT

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Guard how we can help after the crisis is upon us. When the MARSEC level rises, both the Coast Guard and the Auxiliary will look at their local plan books and jump into action, both parties knowing exactly what the other is doing.

For those of you involved in Recreational Boating Safety activities, such as Public Education, Vessel Safety Check and the Recreational Boating Safety Visitation Program (formally Marine Dealer Visitation Program), there is an important program titled "America's Waterway Watch." It is a vitally important Coast Guard public outreach effort. The Auxiliary has been asked to execute and manage this program, and it will require our maximum effort.

So what is America's Waterway Watch?

In the most basic terms, it is a support element of MDA and it's a "force multiplier." It recognizes that between our coasts, rivers, and lakes there is far too much water and shoreline in America for the U.S. Coast Guard and local law enforcement agencies to cover completely. By educating and empowering citizens such as, recreational boaters, commercial boaters, people who live near the water, and others, we can greatly increase the chances that suspicious activity will be investigated before a

tragedy occurs.

In its basic form, America's Waterway Watch is about behavior change. We're asking Americans to do two things they don't necessarily do now; to notice suspicious activity, and then to make an effort to report it.

That's important. Many otherwise intelligent, responsible people are reluctant to get involved. They don't want to bother authorities with what may be a false alarm. Our job is to help these people overcome that reluctance and to make sure they maintain an extra degree of awareness, and are willing to call in truly suspicious activity.

What America's Waterway Watch does, is that it allows virtually all Americans to make a material contribution to Homeland Security. With a minimum of time required, at no cost, anyone who lives, works, or plays near the water can help the Coast Guard and local first responders protect against terrorist attacks.

What's in it for you and those whom we make aware of MDA is the satisfaction of knowing that all of us are helping to keep America safe and secure. Remember, any member or persons who gets involve with America's Waterway Watch, just might in fact have the power to prevent or avert a major terrorist action against America and its people.

Okay, now how do YOU get involved? There are four actions you can take.

1. Make sure your member and facil-

ity information is accurate, current and in AUXDATA. If you have questions on how to do this, contact your IS officer. Without such information it will be difficult to use you and/or your facility in the joint planning and execution of patrols. And, by the way, there are plenty of actions you can do within the OPR III operations that do not require a facility or a crew or coxswain qualification.

2. Go to the OPR web site www.uscgaux.org/~opr/ and have an in-depth look at OPR III. Use all of the links in the site for a fuller understanding. If you still have questions or need more direction, contact your OPR III District Coordinator who is listed on the site.

3. Read the Coast Guard ALCOAST communiqué. It will give you a keen sense of just how important the Coast Guard believes the Auxiliary to be in support of maritime homeland security.

4. Take a leadership role in your flotilla so that all of the members understand just what OPR III is all about and how the flotilla, as a group and as individual members, can become a part of homeland security.

It is sometimes difficult to keep up the 'fire-in-our-bellies' as time passes from the horrific events of 9/11. That's just what our enemies are counting on. We must stay the course with our enthusiasm and actions. That is the framework provided each of us within OPR III. Get involved! Go for it!

Semper Paratus. 

Boating safety events 'ON THE AIR'

For Tom Conroy, FSO 13-02, 5th District, Southern Region, radio has always been a hobby. In addition to being active in Auxiliary functions, Conroy has worked as a DJ on Baltimore radio part time for over 30 years.

"The real money is in engineering," says Conroy. "I began my basic engineering while in my teens, and have been involved with many commercial broadcast engineering projects over the years in Baltimore."

Conroy recently combined his long-time hobby into an innovative public affairs tool. "As an FSO-PA," Conroy said, "one must always look for new ways to get the word out about Auxiliary functions. Radio seemed a

logical choice."

Together with a Canadian company called TalkingSigns.com, a low power traveling AM radio station was born. The station operates under Part 15 FCC authorization and has a range of about 1,500 feet, or up to a mile or more with their exterior antenna and tuner. Messages are recorded digitally onto a five minute chip and played back repeatedly. The transmitter may also be backed up with an uninterruptible power supply should a power loss occur.

Just prior to the arrival of Tropical Storm Isabel, Conroy spoke with Kevin McGuire of Tidewater Yacht Service Center at Baltimore's Inner Harbor about the possibility of being the first

to host Coast Guard Auxiliary Information Radio 1640. "We're thrilled to partner with the USCG Auxiliary to promote boating safety," McGuire said.

Sept. 24, 2003 marked the first broadcast promoting Flotilla 13-02's Boating Safety Classes, plus warnings about heavy debris in the Patapsco River from Isabel. "There is tremendous potential for such low power stations within the Coast Guard and Auxiliary," says Conroy.

"USCG Auxiliary Radio 1640 has been welcomed at many marinas within our operational area. The transmitter will operate up to three weeks at most locations. My goal is to approach marine supply stores to judge their interest in this project." 🌐



Getting on the air

- **Can anyone buy one of these stations?** Yes. No FCC license needed, as per FCC Part 15 operation.
- **Where do you buy one?** TalkingSign: <http://talkingsign.com> Talking House <http://talkinghouse.com> or Information Station Specialists <http://www.issinfosite.com> or, buy used on E-bay (keywords Talking House, or AM transmitter)
- **How much do they cost?** TalkingSign is about \$500, TalkingHouse about \$400. External antennas are about \$200 on each. This increases the range to about one mile or more. Height really helps on the antenna.
- **How portable are they?** They are smaller than most VCRs, and are about as big as a DVD player.

- **What about maintenance?** No maintenance. Simply plug it in, set the frequency and tune the antenna. The Talking House tunes automatically.
- **Are the frequencies pre-set?** You have a choice of easily setting frequencies with buttons on the TalkingHouse or switches on TalkingSign. It takes about 15 seconds.
- **Can they be directional?** The antenna is omni directional and can be designed to be somewhat directional using either optional Antenna Tuning Unit. That would involve side mounting on a structure and running radials in the direction you want the signal.

(This information is provided as an example. The Coast Guard Auxiliary doesn't endorse specific products)

'Sailor Built Model'

A Memorial to Coast Guard Member

By Sylvia Arnot
VFC 1-2 8WR

A young man from the Rocky Mountains enlisted in the Coast Guard years ago. His high regard for the Coast Guard that was generated by this experience stayed with him all his life. John T. Morris, a native of Denver, CO enlisted in 1950 and served aboard the *Hawthorne*, after which he was stationed at the Academy, and honorably discharged in late 1953. He built a model of the ship on which he served, the CGC *Hawthorne*, which was recently donated to the Coast Guard Museum in New London, CT by his widow and family.

Mr. and Mrs. Morris were acquainted with USCGAUX members from Division I 8WR and after Mr. Morris passed away, Mrs. Morris casually mentioned to them that she would like to find a Coast Guard museum where she could donate his model ship. The Auxiliarists, isolated in the Rockies as they are, had no idea where or if such a museum might exist but gladly accepted the challenge. A search of the Internet revealed the Coast Guard Museum at the Academy - the perfect place for the model.

When the museum was contacted, Curator Cindee Herrick was extremely helpful. Morris provided photos and dimensions of the model and Curator Herrick responded:

"I am interested in the model of the buoy tender for the U. S. Coast Guard collection. It is not a fancy model. It is cleanly built, showing the major components of the CGC *Hawthorne*. *Hawthorne* was stationed in New London. It was commissioned in 1921 and decommissioned in 1964. Its one and only sister, the Oak, has parts of itself on display at the Smithsonian (the engine room).

"The model is particularly interest-



TOP: One of Morris' model ships. LOWER LEFT: John Morris. LOWER RIGHT: Mrs. Morris with model ship built by her late husband.

Photos by John Buffington SO-PB Div 1, 8WR

ing because it is of a two-vessel class, it has a working steam engine in it and it was built by a person who served on the ship. The fact that John Morris served as a machinist mate on the *Hawthorne* makes it a sailor built model and therefore part of a special class of ship models."

The model was donated by Morris and accepted on behalf of the U.S. Coast Guard by Steven Reams,

NAVCO-A(W) and William R. Furbee, DCP 1, 8WR at a banquet following the division meeting. Fittingly, the entertainment for the evening was a talented balladeer singing sea chanteys.

John Morris was a graduate of the University of Denver, a member of the American Institute of Certified Planners, and is listed in Who's Who in the West, 24th Edition, 1994-95. ☺

Operation Safe Crab

teams Auxiliary and Coast Guard in commercial fishing vessel safety outreach

BY NICK TARLSON
DC-Ad

In the next few months, Americans will be enjoying cracked crab at crab feeds all over the country. When you crack your crab leg or enjoy a crab cocktail, you probably don't give much thought to the fishermen who risked their lives to bring the moderately sized crustacean to your table.

But fishing in general and crab fishing in particular are considered among the most dangerous professions in the world. For crab fishermen, the danger is compounded by stacking crab pots high on the deck on the way in and out of the harbor. The trick is to minimize the number of trips from the harbor to the fishing grounds; overloading is a frequent result. Stacking the pots on deck

results in a high center of gravity for the fishing boat, and consequently severe stability problems.

Marine Safety Office San Francisco Bay (MSOSFB) did its part to increase the safety of crab fishermen this year by executing Operation Safe Crab. The week-long outreach effort advised the crab fishermen of safety concerns and to perform commercial fishing vessel safety checks on their vessels well in advance of the season opening on Nov. 15, 2003.

Eight Coast Guard Auxiliary, active duty and reserve personnel assisted with this effort which focused on four fishing harbors in the San Francisco Bay area. These included Moss Landing and Monterey on the southern end and Bodega Bay to the north, as well as Pillar Point Harbor in Half Moon Bay and of course the San Francisco Fisherman's Wharf.

Efforts by these communities to preserve their fishing fleets, which are integral to the local ambience, have resulted in high concentrations of fishing vessels in particular areas. Additionally, the crab processing facilities are located nearby for receipt of the fishermen's catch.

The Operation Safe Crab Team included three Auxiliarists – Bob Aparton, Steve Mitchell and Nick Tarlson – qualified Commercial Fishing Vessel Examiners. Other participants included LT Doug Ebberts, LT Maria Tulio, SCPO Leon Artac, CPO Jessica Brooks, and PO Brian Monahan from the Marine Safety Office, located on Coast Guard Island in Alameda. The effort was organized and coordinated by Manny Ramirez and

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Steve Mitchell, DSO-MS 11N and LT Maria Tulio review the plan for Operation Safe Crab at Hyde Street Harbor in San Francisco.



New *Navigator* editor named

Michael T. Harris, an award-winning communications professional with more than 30 years of experience as a journalist and editor, is the new editor of the *Navigator*.

A second-generation Southern Californian, Harris has been an editor for a number of regional and national publications, including working as a senior editor for *Investor's Business Daily* newspaper, serving as the editor for *California Business* magazine, and as founding editor for *Software CEO* magazine.

Harris succeeds Delbert McEwen who has accepted the position of district liaison for publications in the Public Affairs Department.

Harris started his career as a reporter for Copley Newspapers Los Angeles, and over the years, he also has written articles for a number of regional and national consumer and

business publications.

Harris is no stranger to boating. Currently, he is the editor for *The Log*, California's oldest and largest recreational-boating newspaper. Based at the publication's San Diego, Calif., office, he oversees the editorial scope of the newspaper's three regional editions.

A sailor at heart, he has owned a Cal 27 that he sailed out of Marina del Rey in Los Angeles and now skippers a Catalina 22 that he keeps in Mission Bay in San Diego.

Article submissions for the *Navigator*, or questions about the publication's content, may be emailed to Harris at *The Log* newspaper. His email address is

editor@thelognewspaper.com. The publication's street address is 2924 Emerson St., Suite 200, San Diego, CA 92106. 🌊



Michael T. Harris,

SAFE CRAB

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Rob Lee, current and immediate past fishing vessel examiners at the San Francisco Bay MSO.

The outreach effort involved walking the docks, distributing literature, and performing voluntary dockside examinations. The examinations are comparable to vessel safety checks (VSCs) performed by the Coast Guard Auxiliary, although much more is involved due to federal requirements for commercial fishing vessels. Successful vessel owners receive a sticker good for two years, indicating whether the vessel is documented or registered and how far from the coast the vessel can fish based on its safety equipment.

Like VSC stickers, it is generally believed that displaying the sticker can

avoid Coast Guard boardings, which are an expensive proposition for fishermen since their fishing seasons are short and every minute counts during the busy times. Official Coast Guard policy does provide boarding officers with an abbreviated equipment checklist in the case of vessels displaying CFVS stickers. The 4100F boarding report highlights eight classes of life-saving equipment that the Coast Guard regards as especially important for commercial fishing vessels.

Auxiliary support of the District 11 Northern Region Commercial Fishing Vessel Safety program has expanded significantly in the last year, from two examiners in 2002 to eight. Auxiliarists are well suited to the program because of its geographical diversity. Fishing harbors extend from Crescent City by the Oregon border to Morro Bay on the Central Coast, a distance of about 600 miles.

Northern California communities have a high regard for their local commercial fishing fleets. At San Francisco's Fisherman's Wharf, the fishing fleet is as much of a tourist attraction as it is a source of fresh product. In the last three years, the Port of San Francisco constructed a brand new fishing pier with 65 berths reserved exclusively for commercial fishermen. The pier includes state of the art fueling and bilgewater disposal systems.

Commercial Fishing Vessel Safety is one of many areas the Auxiliary is supporting in Marine Safety Office San Francisco Bay. Qualified Auxiliarists receive a letter of designation that helps them qualify for the new Trident Marine Safety Specialist program Pro pin, comparable to the Coxswain pin. In San Francisco Bay, Auxiliarists performed 69 out of 208 – about a third of the commercial fishing vessel exams in 2003. 🌊

Contest announced for public affairs program, publications, photography

The National Department of Public Affairs invites you to submit your entries for its annual Public Affairs, Publications and Photo contests. The deadline to submit entries is July 1, 2004.

National Public Affairs Awards will be presented for the best district, division and flotilla projects.

There are four basic categories:

- Use of imagination and creativity
- Promoting the Auxiliary programs and Auxiliary image
- Attracting the attention of the media and the boating public
- Clarity of writing and ease of replication

National Publication Awards: Flotilla and division newsletters must be 2003 district award winners. A letter from the DSO-PB must certify that the flotilla and division publications are the district winners. (DSOs-PB may submit their district publication along with the flotilla and division winners.)

National Photo Awards: Here's your opportunity to submit your best Auxiliary-related photo. It does not need to have been published. It may be black and white or color. It must be a print, slide or digital photo. Online pictures must be submitted as prints. There are six categories for judging: fellowship, marine safety, member services, operations, public education and vessel examinations. Please indicate the category of your submission. Write the identifying information on a label and affix the label to the back of the photo.

Please send Public Affairs, Publication and Photography Contest entries to
Lois Ann Hesser, BC-ASC,
11922 W. 12th Court,
Davie, FL 33325-3865 📧

McADAMS

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who will sell ABC books. This last item raises additional issues which can be discussed at a later date.

Where is this discussion going? As we work to meet all of the expectations placed before our organization, we are faced with growing financial requirements. If the USCGAUX is to reach its full potential in service to the country, Coast Guard budget funding is not likely to keep pace with the needs. Let me hasten to say that we need to press for Coast Guard support at the local, district and national levels. But, at the same time we are looking for partners

who will offer assistance that will result in additional capacity for our programs.

The final point is that all partnership activities are subjected to Coast Guard and Coast Guard Auxiliary legal review. When we roll out various programs it is not necessary to ask if the activity is legal; or, worse yet, voice the opinion to others that a given program or activity is not legal. If you think a certain project or promotion is not in keeping with your view of the Auxiliary image, then you should push your critique and/or ideas up the staff or elected chains. However, please recognize that, in order to keep our programs afloat, the national board will be making a number of choices around

what partnerships to form and where to outsource funding for all the good things that we do. Throughout all of these efforts we must maintain focus on our primary mission as America's Volunteer Lifesavers.

Let's revisit the introduction. Once a direction is set, it does little good to dispute facts as in what is OK and what is not OK, those determinations have been made. However, if you have feelings or emotions on a given subject let your leaders know. Future decisions will be made and substantial weight is given to member input. In an organization as large as ours we may not be able to reach consensus in all situations; but, all viewpoints can be considered. 📧

Mission impos

AUXILIARIST FINDS HIS 'NOTCH' ABOARD THE *YELLOWFIN*

GREGORY D. CLARK
BC-APB

I arrived at the base in Charleston with the excitement of a five-year old on Christmas morning. Passing through the gates and security had become a routine by now. As the guard checked my ID, he drew his hand up his gigline and into a salute: "Good Morning Sir."

I returned his salute and greeting adding: "reporting for duty on the *Yellowfin*." With permission to drive down the pair I approached the ship with caution observing the draft and waterlines for stability and signs of listing in accordance with my Inport OOD training.

My heart was pounding and I was smiling from ear to ear as I stepped up onto the brow. The sky was clear and the wind calm, but I was shuddering with enthusiastic anticipation. That is when I turned to face the stern and raised my hand to salute the Ensign. Suddenly, I was stunned back to reality. The Ensign hung at half-mast. My mind raced as I pondered why. Then it came to me. Today was 07 DEC 2003.

My solemn thoughts went out to the brave men and women that served our country and that serve our country now. I was no longer overwhelmed with my adventure, but instead the serious responsibility of our mission and my duties, even as an Auxiliarist. I had a new respect for the imminent need to complete security background checks on all Auxiliarists.

It was hard to believe as I walked across the deck to stow my gear that I was about to weigh anchor with the crew. The past two months had been busy. I had come as often as possible to train. Now my gear was stowed and I headed for the bridge.

When I reached the top, one of the crew met me. "Well, hi Mr. Clark, I hear you are going with us. We discussed you at quarters. Have you heard? We won't be doing any drills on this run. We are going south. You have been approved for the mission." I didn't know if that was good or bad news, but at least I was still going.

The next morning the head of operations came to the ship. I was down on the mess deck having breakfast when he came aboard and told me that I had been "cleared for the entire mission." Then he asked how long I would be able to stay. I told him I would be flexible and my needs were secondary to any mission. "I



Clark hauls down the day shape while working anchor detail as the *Yellowfin* prepares to get underway. USCG photo

ssible?

“Well, hi Mr. Clark, I hear you are going with us. We discussed you at quarters. Have you heard? We won't be doing any drills on this run. We are going south. You have been approved for the mission.”



Yellowfin's small boat, Yellowfin 1, approaches the cutter to drop off a boarding team. *USCG photo*

was there for the duration.”

Getting underway was somewhat similar to the Auxiliary patrols. Everything was done by a check-off list. Engineering began the day before and by the time the ship was scheduled to leave, the food was stowed and everyone had completed the assigned tasks. With TCT covered and the decision to go determined, the pipe was given over the intercom. The crew was in motion like a fine tuned machine. Dockhands from Group had arrived to cast off lines and take in the brow. We were away from the pier and I was there on the bridge about to begin the mission that only two months ago seemed to be “mission impossible.”

On the bridge, I was allowed to observe several watch stations. Safety and records were primary and the crew worked together to get the many jobs done. A compass log was kept using a gyro compass, and the variation and deviation were logged for each turn. The watchstander calculated the true and magnetic compass headings and wrote them down. I was in awe of the efficiency and discipline I observed on the bridge.

Once we arrived in our assigned area the ship came alive again.

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MISSION

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“NOW, Set the LE bill” came over the intercom, followed by “Now, make preps to launch the small boat.” I watched the back of the ship open up. I thought at this point my experience had certainly peaked, but it was just beginning. The crew worked hard, but never hesitated to allow me to train or participate in their duties. Soon, I was able to operate the radar and specialized GPS equipment. Then I helped to keep logs and eventually stand as lookout.

A BM2 came to me later and told me that he had put me on the 2000 - 2400 watch and the 0800 - 1200 watch. These were the premier times. The first day seemed to go by quickly and I never stopped learning. I caught myself fixated at times by the adrenaline rush of the new and exciting experiences. The Commanding Officer, LTJG Caudle, was a great mentor as he stayed intensely focused and in command. His watch was 24 hours. The captain never lost his astute situational awareness. While navigating not only for the cutter but the vessels he was having boarded, the captain monitored the position and activity of the small boat, boarding team, and radio communications.

When the captains on the vessels being boarded lost their awareness for shoaling or navigation, the captain quickly informed them of the pending perils, but was careful not to make suggestions in accordance with Coast Guard policy. I watched in amazement as the captain checked on legal regulations, policies, and fishery rules for the boarding party.

The next day I was on the bridge once more. Reveille was early and the anchor weighed. Soon the pipe was given again: “Now, set the LE bill. Small boat detail, man your stations and prepare to launch the small boat.” This day seemed to be a replica of the day before and I was excited to be there but it was not going to be the same routine for me.

I heard my name and turned to face the captain.

“Mr. Clark, are you going to suit up?”

“Sir?” I said confused.

“Don't you want to go?” the captain asked. “Yes sir.” I replied in disbelief. The captain smiled as he told me to get going and to report to BM1 that I was to suit up. I quickly asked: “Sir, permission to lay below?” The captain was still saying “Aye” when I was at the bottom of the stairs. Quickly finding the XPO, I reported as directed. The crew was as excited as I was that I was going. That was a great comfort.

With Mustang suits donned and the boarding crew prepared, I made my way to the small boat. I had learned the procedures for the small boat as part of my OOD training. I looked for the SAR vest that the coxswain and small boat crew wear and checked if a secure radio had been issued. Now I was ready for a live demonstration, except I would be participating. Safety and check-off lists were obviously the priority again as the crew began to review. I was instructed several times



Clark on duty as lookout aboard the *Yellowfin*. USCG photo

what my duties would be and then as I repeated the instructions without parroting, they assured me, “Don't worry. We will walk you through it.”

We all placed our helmets on and the stern hatch opened. I was too excited to notice the open water and my focus was on the instructions that I was being given over and over. “Mr. Clark, you will need to keep your head down. You must pull the safety pin, BUT NOT UNTIL THE COXSWAIN says to. Then you will remove the safety cable first and place it over here ... when you are instructed to remove the pin stay out of line with the winch cable for safety. Then do not drop the safety pin, hold on to the lantern line and when the captain of the ship has given the go, and your coxswain says to release the small boat, flip the arm and go to the center console. Hold on and remain calm.” All went well and before I knew it, we were out of the notch and in the open seas. Shifting positions, we headed for the first inspection.

When we arrived, the cutter had already instructed the vessel to maintain a course and speed and prepare for the small boat to approach. We came alongside and BM2 said to the vessel's captain, “Sir, we are the United States Coast Guard. When was the last time you were boarded? How many people are on board?” Soon, the introductions and questions were completed and the team was aboard.

Later that day I looked up to find our captain overtak-



BM2 Scott Braithwaite aboard *Yellowfin*'s small boat with Clark as crew. That's *Yellowfin* in background.



Clark foreground and crew members of *Yellowfin* listen up at quarters. USCG photos

ing us. With his head peering out of the starboard window, he asked the coxswain if he was going to let me drive the small boat. It wasn't long and I was at the wheel. Learning to drive the small boat was more challenging at first than I imagined, but I soon had the controls in hand. After simulating maneuvering situations, the coxswain asked me if I wanted to try coming along — side the cutter underway making way.

I confirmed and the coxswain called for permission. We made several approaches and soon I had the technique down for the port and starboard sides of the cutter. Then the coxswain asked me if I wanted to attempt “notching” the small boat. I was eager, but the captain was quick to say no. We returned to the vessel under inspection and began practicing coming alongside. I practiced the front approach, side approach, stern approach, while discussing hazards, escape maneuvers, and “what to do if.”

Then the call came from the boarding party. YEL-ONE... BOARDING OFFICER, WE ARE READY TO BE PICKED UP. We replied and the coxswain asked if I would like to pick up the boarding team. I said I would and headed towards the boat. This time we were not practicing. The boarding officers met me with confidence stating, “Look who's here to pick us up.” Their trust in my ability encouraged me.

We returned to the ship where I made the transfer of

my boarding crew after requesting permission from the captain. I exited away and BM1 asked me once again, “Would you like to try to notch the small boat?” I was riding high on my adrenaline and quickly confirmed with an “Aye, Sir.” We made the round turn and lined up on the stern.

The coxswain called the captain and made the request, explaining I was at the helm. The captain agreed but ordered us to hold until further notice. We put on the crash helmets as we followed behind. I noted the ship's rolling and rocking with the seas and tried to compare them to our movements. Then the BM1 explained to me what I was about to attempt.

“Mr. Clark, you will have to line up with the ship and do not approach until the captain has given the approval. Do you see the prop wash behind the cutter that is churning air and water? It will reduce your thrust by up to 60 percent. You must be committed when you make the final move. You do not have much clearance on either side. Keep the small boat lined up and focus on the ramp and safety observer. When you enter the notch, you must have enough power to go up the ramp, but not too far. The safety observer will catch the small boat with a cable and lock us in. If he misses... we will slide out backwards. Don't miss!”

Then he added a short story I could have done without. “Look down at the small boat's starboard beam. Do you see that repair? One of the regulars attempted notching and smashed in the front of the small boat, then hit the side and punched a hole in it. Are you ready?” I was ready but this was no game. I waited for the captain to give the OK to notch the boat and began rehearsing the procedures over and over in my head. Then the radio sounded: “You have permission to notch the boat. Make your approach when you are ready.” BM1 turned to me and asked once more:

“Are you ready? Do you understand what you need to do?” I replied this time with more apprehension than confidence: “Yes, Sir.”

I don't remember most of the next couple minutes. It was all a blur as my mind was racing over the controls and instructions. I remember the coxswain said again, “Watch your head as we go in.” Then there was a bump and we shot up the ramp as I powered back.

Suddenly, we paused for what seemed like minutes. I thought to myself, “Any second we will slide out of here.” Feeling as if my heart stopped, as I asked myself, “Why didn't I use a little more power?” That's when I saw the cable catch and the small boat jerked to a stop. My heart began pounding again as I watched the crew connect the winch cable and then the safety cable. As the stern closed and we exited the small boat, I could hear the crew congratulating me.

In retrospect, the ones who deserve the congratulations are all the Auxiliarists and Regulars that stood behind me.

Your mission impossible is just around the corner. The Gold Side is waiting to welcome you aboard.

Anchors Aweigh. ⚓

NACON '04

Golden opportunities in the Golden State

BY TISHA HELMER
NC-d

GET READY, GET SET, GO – It's time to mark your calendars, make your reservations and turn in your registration forms for NACON 2004 in Costa Mesa, California.

The dates for NACON 2004 are Sept. 3 through 5 at the Hilton Costa Mesa. The Hilton Costa Mesa recently completed \$16 million in renovations, which features the acclaimed Bristol Palms California Bistro and Bar set amidst towering palm trees in the hotel's naturally lit seven-story atrium. The transformation included renovation of all 486-oversized plush guestrooms, a dozen first class suites and 48,000 square feet state-of-the-art meeting space. The hotel's largest ballroom, the Pacific Ballroom, encompasses over 12,000 square feet. In addition, there are two beautiful outdoor settings that allow you to experience balmy California evenings. The Hilton Costa Mesa features three executive boardrooms for smaller meetings. All brand new guestrooms provide first class amenities such as high-speed Internet access and two-line phones, in addition to hair dryers and coffee machines. The hotel provides a complete business center, high-speed wireless access in public areas and meeting spaces, a 24-hour fitness center complete with spa and steam room, an outdoor heated pool, an onsite masseuse, gift shop and



beauty salon.

Make your reservations at either the website of www.costamesa.hilton.com or using either their reservation number at 714.540.7000 or the main Hilton reservations line 1.800.HILTONS using the Group code of UCG.

The room rate of \$84 plus sales tax is good for the dates of Aug. 28 through Sept. 6. Come early, stay late and enjoy all that Southern California has to offer – Disneyland, Disney's California Adventure and Downtown Disney plus Knott's Berry Farm and Universal Studios and a huge shopping experience not for the faint-hearted.

The California beaches are a very short drive and there are daily cruises to Catalina Island. Everything is accessible by the Orange County Transit Authority (OCTA) buses. The fare is \$1 per person or 25 cents for seniors 65 and over. A daily pass is available for \$2.50 per person and 50 cents for seniors. Your National Conference staff is working on discounts for some of the bigger attrac-

tions. Keep an eye on the National website for updates. Plan to use the Orange County airport called John Wayne with a airport code of "SNA", a short free shuttle ride to and from the hotel.

The theme for this year's conference is "Golden Opportunities" and there will be plenty of opportunities for education and networking while you are attending the conference. The education topics this year will be: a unified approach to Homeland Security, both Vessel Safety Checks and the RBS Safety Visitor program, Trident training, the eAuxiliary made easy, PWC and paddlecraft in Operations, the Maritime Transportation Security Act, several facets of Public Education, liability in Operations, and Targeted Recruiting, to name a few. Multiple sessions will make it easier to attend all the sessions of your choice.

Friday Fun Night will find us dining and dancing at the beach (figuratively speaking), so wear your best beach togs (NO bathing suits please!), straw hats and sun glasses for a fun evening of entertainment. We will once again have a raffle and the prizes will be awarded at the dinner.

So, don't miss your "Golden Opportunity" to visit Southern California and experience NACON 2004. Fill out the registration form on the next page or go to the National Website and register online. Then, make your reservations for the hotel so you don't miss out on the fun. ☺

A chorus, of course

BY GREGORY D. CLARK
BC-APB

Flotilla 88 D5SR from Lake Monticello, Virginia certainly has something to sing about.

In the fall of 1999, 10 members formed the United States Coast Guard Auxiliary Chorus. Starting as the Flotilla 88 and Friends Chorus, it included a few non-member friends. During the first year, the chorus grew and worked together performing for other organizations.

Commander Andrea Contratto, Director of Auxiliary for the Fifth Southern Region, recognized the chorus as an excellent testimony to the Auxiliary and representation for the Coast Guard. Contratto suggested that all choir members should be Auxiliarists and in 2001 membership was limited to Auxiliarists.

"The members fully agreed they are a stronger unit because of it ... professionalism is important to us, including our uniforms and appearance," chorus member Mary Loose DeViney said.

Now known as the United States Coast Guard Auxiliary Flotilla 88 Chorus, members wear the Auxiliary uniform during performances

Auxiliarist Roger Sethman was active as a crewman and watchstander on Lake Monticello before taking on the additional task of leading the chorus of 32 members. Sethman's background includes studies under Dr. Paul Calloway, Music Director for the National Cathedral in Washington, DC.

"All are welcome who have a desire to sing and promote the Coast Guard," Pat Graham said. "Roger works with each section to reach the perfect pairing of voices and notes. He is patient and demanding, fun and professional, engaging and introspective. He makes us all want to sing and want to perform."



FL 88 Chorus in the U.S. Naval Academy chapel where they sang during services last year. Photo submitted by Barbara Sethmann

The chorus members have excellent music backgrounds but their success comes from the dedication to commit to practicing every Monday night for two hours. They purchase their own music and donate it to the flotilla. The annual fee assessment is \$50 per participant. The policies set down for the Auxiliary prohibits soliciting funds for support, so each member is responsible for the costs of travel, music and uniforms.

In spite of their busy chorus schedule, the flotilla members maintain all of the other traditional missions and activities of the Auxiliary. The time they spend together singing and practicing is considered the fellowship that "glues" them together as one unit working in harmony.

The mission of the Flotilla 88 Chorus is expanding. Each year they are invited to perform at more functions. Wherever they perform, they promote the United States Coast Guard and Auxiliary with their professional appearance and spirit of volunteerism.

They do not limit themselves to boating functions as they reach out into every aspect of their community.

The members of the chorus set their goals high and work hard to reach them. Recently, the Flotilla 88 Chorus was honored to be a featured choir at the 13th Annual Choral Festival By-The-Sea in Myrtle Beach, South Carolina.

In the spirit of *Semper Paratus*, the Auxiliary chorus continues to practice and grow. They use their harmony in Fellowship and inspiring voices to attract new members and spread their message. The chorus attracts 6-10 new members to Flotilla 88 each year. Flotilla 88 now has 90 members on their roster. The chorus is considered a Public Affairs Mission for the flotilla.

Their ultimate reward is the awareness that they bring to the missions of the United States Coast Guard Forces, and Boating Safety to the forefront, while at the same time, they get to experience the true meaning of fellowship. 🌊

ISAR 2004

ISAR 2004 will be held in Portsmouth, Virginia the first weekend in November. The competition events will run for half the day on both Friday and Saturday to give the competitors some free time to see the local sights.

Auxiliarists will be staying in the four-year old Renaissance Hotel on the waterfront at the North Ferry Landing. The competition will take place right outside the Hotel doors at the water stage and landing area.

The weekend will start with the Meet & Greet and Team Briefing on Thursday evening when contestants will learn what the events are and how they will be scored for the next two days.

Friday morning the games will begin at 0800 hrs and the Official Opening Ceremony will take place at 1000 hrs. The band will play and proclamations from the Mayor of Portsmouth, Governor of Virginia, and the President of the United States will be presented.

Friday night will be Fun Night. The ISAR group will be taken to the Bide-a-Wee Golf Pavilion for a traditional "Virginia themed" dinner – barbecue, crab cakes, corn bread, etc. During dinner, costumed characters from Portsmouth's past – Colonel Crawford and his sister – reenact earlier times. After dinner a DJ will provide music.

Saturday morning ISAR takes over Portsmouth. The games begin at 0800 hrs. At 1100 hrs. the "Portsmouth

Welcomes ISAR" parade steps off and livens up the entire downtown area led by our 'Honorary ISAR Chairman' Linda Greenlaw. Greenlaw was the skipper of the **HANNAH BODEN**, the sister ship to the Andrea Gail, lost in 'The Perfect Storm'.

When the parade ends at the waterfront, Greenlaw will be there to sign her latest book. The U.S. Post Office will be there with an ISAR commemorative cancellation for any stamp collectors, a radio station will be broadcasting live, vendors will be on site for a quick lunch or to buy some ISAR or Portsmouth memorabilia, a children's area will be set up for children to try their hand at the ring toss and line heaving, Coast Guard vessels will be open for tours, the Weather Channel will be broadcasting live, JAM TV will be filming a documentary for the national broadcast, and a memorial wreath laying ceremony, complete with helicopter demonstration and Bagpipers, will begin at 1245.

Saturday evening at the Awards Banquet the winners will be announced. The evening will close with the presentation of the ISAR flag to the Canadians who will be hosting ISAR 2005 in Halifax, Nova Scotia. 🌀





Barge traffic on the Intracoastal Waterway. Photos by Mike Howell and Cheryl McKinstry

Detection and recovery in the ICW

**BY MIKE HOWELL, FC
AND CHERYL MCKINSTRY, FSO-PB**

On Feb. 9, 2004, Division 4 Auxiliary members were called upon to assist in a multi-force detection and recovery mission in the Intracoastal Waterway (ICW) at Lafitte, Louisiana. Coast Guard Marine Safety Office New Orleans (MSO-NO) had requested the assistance of Auxiliarist Mike Howell and the Auxiliary Vessel *Mañana* in a joint project with MSO-NO, Louisiana Wildlife & Fisheries, the Jefferson Parish Sheriff's Office, the US Navy and a commercial survey boat, *Pac Brian*, from Baton Rouge.

The Marine Safety Office New Orleans, under the command of LT Aaron Demo, CWO Chris Donovan and LCDR Gregory Depinet, was attempting to recover a small powerboat that was struck on the 6th of December by a tug with barges. Two men were on board the small craft and one was killed in the accident. The

point that the boat was struck was known; however, the wrecked boat was thought to be anywhere as far as seven miles in any of three directions due to the strong currents and tides.

The search area was located at mile 14.8 (Jones Point) of the ICW and was primarily focused at the intersection of the Barataria Waterway at the ICW. The crew of the *Mañana* was tasked with maintaining traffic control of vessels transiting the ICW, Barataria Waterway and Lake Salvadore ensuring that all vessels and tugs with tows stay clear of the wreck site while recovery efforts were underway.

Auxiliary members Mike Howell (43), Jay Cohen (49), Dan Hall (49), Monty Moncrief (4-11) and George Innerarity (4-10), set up a system that tracked vessel traffic from all three directions with a description of their tows. Jay Cohen's experience and knowledge as a Mississippi River Vessel Traffic Controller was invaluable in this project. The combination



Tom McKinstrey and Bob Hazey on patrol.

of the heavy commercial marine traffic in these areas of the ICW and inclement weather underscored the importance of the Auxiliary's watch-standing duties. The *Mañana* was also tasked with maintaining a safety zone perimeter for the Navy vessel and the survey boat equipped with side-scan sonar which is designed specially to 'see' objects on the sea floor. The sonar worked by sending narrow pulses of



Auxiliary vessel *Mañana* handled an average of 30 thugs with barges a day.

sound energy through the water and measuring the amount of that energy reflected back by the sea floor. To confirm sonar sightings of debris on the bottom of the waterway, the Navy deployed two divers throughout the recovery mission. The *Mañana* recovered a boat and a tug boat rudder and brought them to the bank.

In addition to the commercial traffic on the waterway, the search perimeter was located adjacent to Louisiana Swamp Tours which ran hourly tours and air boat rides. On Sunday, February 15th, Bob Hazey (4-10) and Cheryl and Tom McKinstry (4-10) performed a safety patrol in the Auxiliary vessel, *Blue Runner*, keeping all high speed boats from coming too close to the Navy divers. Most of these private boats were not communicating on VHF-FM radio.

Division 4 came together to crew the *Mañana* for this important mission. During the 10-day mission, Jay Cohen (49), Dan Hall (49), Monty Moncrief (4-11), and George Innerarity (4-10),

Karen Reisch (49), Erston Reisch (49), Ira Delasdernier (42), Johnathan Camnetar (43), Joe Stephens (43), Paul Lumpkin (47) and Whitney Wagner (49) all crewed with the highest skill, discipline and fellowship to make this a very successful mission. Some of these Auxiliarists stayed for four to five days.

The *Mañana* handled an average of 30 tug boats with barges per day with a maximum of 43 on one day. This required radio traffic on at least two channels because the boats and divers were on private operating frequency separate from the bridge-to-bridge river traffic channels. Murphy's Law dictated that everyone wants to talk at one time. This was a tremendous lesson in watchstanding and disaster traffic control.

"The Coast Guard Auxiliary was a tremendous asset for this operation. A complete and proper execution of the Navy salvage operation and the smooth flow of commerce was a direct result of Auxiliary participation," reflected CWO Chris Donovan on the mission. "The experience and plat-

forms of all Auxiliary Officers involved, especially that of Mike Howell, ensured the control of commercial traffic."

As fate would have it, the mission turned out to be a reunion of sorts. The survey boat and Navy unit were also involved with the Toledo Bend Space Shuttle recovery efforts with Division 4 Auxiliary members in February 2003. Even though the wreck wasn't located, the opportunity to take part in this multi-force project was an honor and privilege. The mission proved the Auxiliary can work efficiently with law enforcement, military and civilian contractors. Knowing their safety zone perimeter was secured allowed the on-scene commanders the freedom to work with the sonar and dive boats without worry. The mission also gave Division 4 Auxiliary members the opportunity to show that our skills and training allowed us to participate as qualified members of Team Coast Guard.



Tracking vessels in Houston

BY ROBERT E NELSON II
SO-PA, Division 6, 8CR

“Welcome aboard sir.”

Those are the first words that Bill Sewell and Karl Bollmann hear every week when they arrive at Marine Safety Office (MSO) Houston. Both Sewell and Bollmann are Vessel Arrival Officers for the US Coast Guard.

Both men work a combined 40-hour workweek, giving the Coast Guard one additional billet to accomplish the work in the Merchant Vessel Safety Security (MVSS) department.

Sewell is a retired bank president and Bollmann is a retired aerospace engineer. Both men were looking for some way to volunteer in the Auxiliary that had a strong need. Dick Frenzel DSO-MS for District 8 CR understood the talents that these men had and worked with Cdr. Han Kim of the MVSS department and Capt. Kevin Cook who was the Captain of the Port (COTP) of MSO Houston.

A training program was set up to teach both men the various systems and the skill sets needed to become Vessel Arrival Officers.

The duties of Vessel Arrival Officer are to interface with the Coast Guard’s online Marine Information, Safety, and Law Enforcement System (MISLE) and the Ships Arrival Notification System (SANS) to look up the history on every ship that arrives in a port to see if it needs its annual inspection, what cargo it is carrying, what passen-



Bill Sewell



Karl Bollmann



Bill Sewell and USCG CWO Decarlo Brown MSO-Houston on board a ship doing inspections. Photos by Dick Frenzel DSO-MS, 8CR




ger/crew are onboard and what hazards the vessel might pose to the port.

With security concerns, some vessels need to have the Sea Marshals on board as the vessel arrives in the port. The Vessel Arrival Officer is a critical link in the analysis and screening needed for the U.S. Coast Guard in determining if and when a vessel will arrive in port and how much attention any given vessel should receive.

Sewell is currently working on his

Trident program. With 18 vessel inspections under his belt assisting the inspection team, he is currently working on his PQS Assistant Liferaft Inspector (AUX-LR). Both Sewell and Bollmann are coming up on their one-year anniversary as Vessel Arrival Officers.

Now that the US Coast Guard missions have significantly changed since September 11, the Auxiliary is stepping up to backfill positions within the MSO Houston office. 

Auxiliarists Bill Sewell and Karl Bollmann receive the Auxiliary Commandant Letter of Commendation from Capt. Richard Kaser COTP of MSO Houston Galveston, TX. During the award period April 2003 to February 2004 they both processed over 4,500 vessel arrivals, 2,500 hours of work at MSO Houston-Galveston and commuted over 8,000 miles to get the job done. Photo by Bing Hastings

PADDLING

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"It took six months of input and rewrites to create the final task book and one year of review by the National Board and various committees before its approval for use."

A test group was put together by Reseck to field test the tasks and get the program started. Reseck then helped train other Qualifying Examiners to qualify more PCOs in all of District 13, which includes Washington, Oregon, Idaho and Montana. Currently, there are three qualified paddle craft operators in District 13, with four more expected to be qualified shortly.

In addition to being useful for the Lewis and Clark celebrations, this innovative program has many different potential applications. "The Paddle Craft Program opens up an entire new area of the operational missions of the Coast Guard Auxiliary. Some of the patrols we could not do with powerboats we can now do with kayaks," Reseck said.

Some of the new activities made possible from a kayak are security watches under commercial piers (all along the waterfront in Elliott Bay, etc.), surveillance of High-Interest Vessels (HIVs), regatta/safety patrols at paddle craft symposiums (where powerboats create a danger to the participants), as well as safety patrols on small lakes where many people fish and motors are not allowed on the lake.

To qualify to be a Paddle Craft Operator (PCO), you must be a member of the Coast Guard Auxiliary, and complete the training task book for PCO (which has 12

"These are just a few of the doors this new program will open.

The advantages offered by these vessels are that they are quiet, can go virtually anywhere, and can do so with no fuel cost.

It just doesn't get any better than that."

JOHN RESECK JR, SO-MT Div. 4 D13



Reseck on a paddle craft patrol.

separate tasks, plus 22 taken from the Boat Crew Qualification Guide, and 12 from the Coxswain Qualification Guide).

Like the Coxswain, the Paddle Craft Operator is in charge of the facility and is responsible for its safe operation, as well as the completion of the mission. Paddle Craft operate under Coast Guard orders, just as their power boating brethren do.

For personal protection

purposes, Paddle Craft Operators usually wear a wet suit and/or paddle sport clothing, with a USCGAUX Type III PFD. Operators are also identifiable by their Tilley hat, as well as the small patrol ensign flown on the bow of their craft.

Paddle Craft specific tasks include entering/exiting the vessel from a dock and shoreline, as well as performing a "self rescue" (where they leave the pad-

dle craft, enter the water, and re-enter the craft in a safe, efficient manner). Other Paddle Craft specific tasks include assisting another paddle craft operator in re-entering their own vessel.

Finally, just as with most operational qualifications, candidates must pass the oral (dockside) exam, as well as an in-water (underway) check ride given by a Qualifying Examiner. "This rigorous procedure is designed to maintain the quality of the Coast Guard Auxiliary Operational program," Reseck said.

To maintain PCO qualifications, one must perform at a minimum, a patrol of eight hours, as well as a self-rescue from a capsize.

According to Reseck, "A Paddle Craft, such as a kayak, requires only one person for the crew. However, for safety reasons, two such vessels must operate together, or must operate in conjunction with other facilities. These requirements are similar to those for PWCs."

Reseck further points out some of the additional uses of the paddle craft include handing out safety information to boaters at anchor in crowded harbors, as well as to check on bays/wetlands for possible pollution. "The paddle craft can also be used to check aids to navigation that are located in shallow water, or in some other difficult to reach place.

"These are just a few of doors this new program will open," Reseck said. The advantages offered by these vessels are that they are quiet, can go virtually anywhere, and can do so with no fuel cost. It just doesn't get any better than that." 🌀

“The complexity of these cases demanded the highest degree of coordination and is a prime example of the integrated Department of Homeland Security operations that occur everyday in the Florida Keys.”

ADMIRAL T. H. COLLINS

DHC

continued from page 4

Services (CIS), Customs and Border Protection (CBP), and Coast Guard Forces, were recognized for their successful interdiction, holding, and processing of 142 Cuban migrants from four go-fast smuggling vessels, one Cuban fishing vessel, and a converted 1959 Buick in the Florida Keys during the first week of February.

Dennen accepted the commendation from Admiral Collins on behalf of Auxiliarists involved in direct operational support positions in the Florida Keys. Mike Catalano, Auxiliary Aviation Coordinator for Coast Guard Air Station Miami, accepted the award on behalf of Auxiliary pilots and observers involved in air support for the integrated DHS task force.

“This outstanding level of dedication and support by the Auxiliary is very much at the heart of what it means to be ‘One Team, One Fight’ and is a key reason that the Coast Guard and its DHS partners are able to remain on the vanguard of operational excellence in the Florida Keys,” said CWO3 Dennis Zecca, Station Commander of Coast Guard Station Islamorada.

Auxiliarists from Flotillas 13-4 and 13-8 in the Upper Keys performed 116 operational man hours on 21 separate surface missions between Feb. 2 and Feb. 10, Zecca reported. Additionally, radio communications were maintained at Station Islamorada by Auxiliary watch standers on fully seven of the same nine days.

“The complexity of these cases demanded the highest degree of coordination and is a prime example of the integrated Department of Homeland Security operations that occur everyday in the Florida Keys,” said Admiral Collins. The Commandant also com-

mended the efforts of Coast Guard Group Key West and ICE Miami Air and Marine Branch for their highly effective coordination of the myriad of DHS and other agency surface and air assets during this period.

In his remarks on behalf of CIS, Mr. Eduardo Aguirre, Director of Citizenship and Immigration Services, also expressed his appreciation for the support and success of the inter-agency DHS task force. “I want to say on behalf of the Bureau of Citizenship and Immigration Services how proud we are of this and of all the actions that go on day in, day out, night in, night out and how appreciative we are of the Coast Guard being our partners.

“It is quite an honor in the Department of Homeland Security. We say ‘One Team, One Fight’ and nothing really exemplifies that anymore than what I see here today. It is a privilege and an honor and I really want to thank all of you,” Aguirre said. The Coast Guard’s Meritorious Team Commendation Award was accepted on behalf of CIS by Victor Rita, Asylum Pre-screening Officer, Bureau of Citizenship and Immigration Services.


The Commandant also conveyed the direct personal support and appreciation of the President and the National Security Advisor for the joint effort of each of the DHS agencies involved in the operation. “I had the chance to attend a reception and a dinner and a meeting in the Cabinet Room of the President and Condoleezza Rice about a week and a half ago. SOUTHCOMM was talking about things happening in the Caribbean and what they were doing and the President stepped in and said ‘Well, yeah, that’s the Coast Guard and the DHS team working those issues with Haiti and Cuba.’ And Condoleezza Rice said ‘Yeah, they’re doing incredible things in a difficult situation,’

Admiral Collins relayed.

“And I mention that, that it’s recognized all the way up in the Oval Office the things that you do everyday. So we’d like to recognize that in a small way today. To know that your work is appreciated, important to the country, and important to this new Department. And I can bet you that when things role out in terms of new regions and things like that, this Florida/Southeast region will be front and center because we want to build upon that success. So let’s put it in the most successful place first. That’s quite a tribute to you and the Team,” the Commandant said.

Admiral Collins’ enthusiasm and commitment to Coast Guard Group Key West and the integrated DHS agencies of the Florida Keys’ AMIO Team was clearly evident throughout the briefing. “The good news is, you’re doing a terrific job; for the challenges there’s going to be more of you out there to keep this rolling. What we’re committed to, both Mr. Aguirre and myself and everyone in the Department of Homeland Security, is to create the policy framework, the resource framework, and the training framework so we can get better, and better, and better as a team.

“That’s what we’re all committed to doing. And whether it’s revised organization, better policies, and better budgets, it’s what we’re trying to do everyday. We’ll commit to you that we’ll be tireless in that regard and you be tireless on the front end of the business. And we’ll have a good thing going. Thank you very much for your effort,” the Commandant concluded.

(For more information on the Coast Guard and integrated Department of Homeland Security operations, please visit the Coast Guard’s national homepage at <http://www.uscg.mil/USCG.shtm>) 

Coast Guard to boaters: 'You're In Command'

New outreach initiative challenges boaters to new level of safety

Every year, on an average, approximately 700 recreational boaters die on American waterways. Over seven thousand more are injured. Property damage runs into the hundreds of millions.

These accidents are particularly tragic because they happen to people and families out for pleasure and relaxation. Yet, almost all could be prevented with a few simple steps on the part of the boat owner or operator.

Recent attitudinal research sponsored by the United States Coast Guard Office of Boating Safety confirmed a strong suspicion: Most boaters believe they are safe enough already. They equate boating safety with equipment – like life jackets, fire extinguishers, and radios – and forget that safety is really a matter of their own behavior.

Meanwhile, congestion on America's waterways continues to grow. As a result, there is only one group that has the power to make accident rates go down. That group is the boat owners and operators themselves.

Therefore, the Coast Guard, in partnership with the U.S. Coast Guard Auxiliary, United States Power Squadrons®, National Safe Boating Council, National Water Safety Congress, and the National Association of State Boating Law Administrators, is introducing a new national recreational boating safety outreach program. The initiative asks

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

The message? "You're in Command." Boat safely.

"You're in Command" will focus initially on four actions boaters can take to vastly improve safety on the water.

Get a Vessel Safety Check

This program provides a bow-to-stern inspection of a boat's condition and safety equipment. Experienced members of the U.S. Coast Guard Auxiliary and United States Power Squadrons perform the checks — and a VSC is the best way to identify safety issues and violations before they become problems on the water. "You're in Command" will publicize the program, encourage boat owners to seek a VSC once every year, and also attempt to recruit more Vessel Examiners to perform the Vessel Safety Checks.

Take America's Boating Course

This new electronic course is sponsored by the Auxiliary and Power Squadrons, and is recognized by the Coast Guard. It makes boating safety instruction easily accessible to a vast segment of the population that may never invest the time to attend traditional safe boating classes. "You're in


Command" will promote boating courses – specifically the convenience of ABC (America's Boating Course).

Wear Your Life Jacket

Nothing would reduce boating fatalities faster than universal life jacket wear. Most boaters carry life jackets, but few wear them consistently while underway — this despite the fact that most boating fatalities are caused by drowning. Through "You're in Command," the Coast Guard challenges all boaters to wear life jackets while underway, and hopes that the new styles of compact and inflatable life jackets will make this practice much more common.

Never Boat Under the Influence

Boaters must understand that the effects of alcohol and even some prescription medications are multiplied dangerously by waterborne stressors like wind, sun, vibration, and noise. The Coast Guard recommends no alcohol on board — and will use the "You're in Command" campaign to strive for a significant reduction in the instance of inebriated boaters on the water.

The Coast Guard is encouraging every boater or boating organization interested in boating safety to get on board with "You're in Command." Boaters can go to www.uscgboating.org for a variety of resources, links, and free information. 

Submissions to the *Navigator*

We want to hear your stories, comments and suggestions. Please let us know what's going on in your part of Coast Guard world. We want to hear about events, operations, projects, special personnel or anything else of national interest.

STORIES

Stories should be submitted in MS Word via email. Stories should be timely and include what action occurred, date and location of the action, and names of personnel and units involved. News stories generally will run about 300 words. Feature

stories will be about 750 to 1,000 words. All stories will be edited to Coast Guard and Associated Press style guidelines. All stories will be put through a review process and will not necessarily run in the *Navigator*. Stories should be accom-

panied by supporting photographs or artwork. Stories without supporting photos are less likely to be printed in the magazine. Be sure to include your contact information, e-mail address and a phone number on anything you submit.

WRITING FOR PUBLICATION

Begin at the ending

Writing a news report is very different from writing an essay or a story.

With an essay or story, you begin at the beginning and work your way through to the end. But with journalism, you turn this upside-down and begin at the ending. You state what happened, before going on to explain how and why it happened.

Ideally, your first couple of lines should contain enough information for someone to get the main facts of the story without even needing to read any further.

Get your readers' attention

Stories need what is known as a "grabber," an opening paragraph that grabs readers' attention and makes them want to continue reading. Starting with a date seldom encourages reading further.

Always begin with

who it happened to
when it happened, and
where it happened.

Once you've done this, you can add some more detail to your story. Such as

how it happened
why it happened

how people reacted (use quotes and interviews if you wish)

what happens next.

KISS and tell

Another useful thing to remember when writing a news story is KISS: Keep It Short and Simple. Your reader needs to know the facts as quickly as possible. Use short sentences. Use simple language. Don't use sentences that ramble on and on, and are very long-winded like this one, and use lots and lots of commas, and take ages to get to the point, and use fancy long

words that obfuscate and discombobulate the reader.

Tell the story in third person

Be objective. Words of praise work better if put into a quote by a knowledgeable person. Descriptions of skills, courage, or knowledge also call for subtlety to maintain the third person objective slant. Your opinion of people or events or things shouldn't be included in your article.

Write the story as you would tell it

How do you talk? Do you use military time? Do you talk the same way a patrol report is formatted? Work at packing the action into a tightly worded scenario but still keep the readers' interest.

Use action verbs

Avoid using forms of 'to be' if you can find a more active way to describe what happened.

PHOTOGRAPHS

Take action photos


That's what we do. Patrols, watches, ramp watches are active events. Avoid using posed lineups. Even if someone is sitting at a comms desk, show them holding a microphone or looking for a location on a chart. Photos should show people in action and pertain to the story. Photo information should describe the action that's taking place in the photo

and identify all personnel shown by full name, rank, rate, and/or title.

Digital photographs

Send photos with submissions as separate files, not posted into a Word document. Digital photographs should meet specified guidelines and be e-mailed as jpegs or sent on a floppy disk, Zip disk or CD to the editor. Images should be at least 266 DPI at

5X7 inches or larger. Images from many smaller digital cameras do not meet the criteria or have a final print size about that of a postage stamp. If you cannot tell if your image meets the criteria, please contact the editor. Please provide a self-addressed disk envelope for floppy disks, Zip disks or CDs if you wish to have them returned.

E-mail stories, photographs and queries to Mike Harris at *The Log* newspaper. His email address is editor@thelognewspaper.com. The publication's street address is 2924 Emerson St., Suite 200, San Diego, CA 92106. 



Two Blue Angels and a bi-plane in a rare close formation, 10/9/03 Fleet Week. Photo by Terry Blanchard

San Francisco Fleet Week 2003

Once again the scenic San Francisco Bay hosted a successful Fleet Week in early October. As usual, the highlights included a number of days of spectacular air shows and Saturday morning's parade of ships.

Air show participants included the US Navy Blue Angels and the Canadian Snowbirds, as well as a number of individual military fighter aircraft and civilian aeronautics performers. The ship parade included multiple US Navy war ships, two Coast Guard cutters - 210' *Active* and 378' *Munro* - and the restored Liberty ship *Jeremiah O'Brien*.

During the four days of activities, Coast Guard Group San Francisco successfully coordinated an impressive contingent of assets which consisted of half a dozen CG cutters, over a dozen CG small boats, nearly 30 CG Auxiliary vessels, about a dozen various law enforcement (LE) vessels and four Auxiliary Land Mobile radio units.

Navy port security units were also present to assist with the Navy vessels. Thousands of commercial and recreational vessels, as well as hundreds of thousands of spectators on land and sea, were on hand during this extended marine event.

The San Francisco Bay is an active waterway. Recreational vessels, from large yachts to numerous wind surfers and kite surfers, enjoy the area year-round. Multiple sailboat races frequently dot the bay. Ocean-going tankers, containerships, freighters, and barges accompanied by tugboats and bar pilot boats come and go constantly. There are also dozens of very active passenger ferryboats, sightseeing cruise boats, and fishing and whale watching party boats transiting back and forth.

For Fleet Week activities, a large portion of the middle of central SF Bay needs to be "cordoned off" to provide a boat-free "ground zero" for the air

show and parade. An area roughly half-mile wide by a couple of miles long, extending from just off the San Francisco city northern waterfront out towards Alcatraz Island, and running roughly from the Golden Gate Bridge on the west to the Blossom Rock buoy on the east, must be secured. This is the primary function of all the Coast Guard assets out on the water, whose duties include patrolling the edges of the "safety box" and preventing the inadvertent or careless boater from sailing into harm's way. With thousands of boaters on the bay, some of them paying more attention to the air show than to all the other boats anchored or underway around them, this can be a challenge. Maintaining the box and the safety of all the vessels on the water, and doing so with professional and polite firmness, keeps the patrol crews busy.

Adding to the challenge can be weather issues (including notorious SF



Numerous SAFE boats and other CG assets raft up at Station SF (YBI) docks for morning briefings. Photos by Terry Blanchard

elements such as wind or fog), rough sea conditions, and extra sensitivities due to the presence of Navy vessels and potential terrorist actions. Besides numerous planning and special briefing sessions held prior to the event, Group San Francisco Operations also held morning briefings each day at Yerba Buena Island for representatives of each CG station, cutter, agency, or group participating.

Due to the large number of patrol vessels involved, not all could fit into the limited dock area at YBI. The CG Auxiliary, for example, sent one representative boat - Auxiliary facility *Silver Charm* (with the local area Patrol Coordinator for San Francisco Bay, Linda Vetter, as coxswain) each morning while the rest of the Auxiliary vessels went directly to their previously assigned positions around the box. Other duties performed by *Silver Charm* included picking up all the box lunches ordered by any of the Auxiliary crews each day and getting them hand-delivered to the various boats on station, providing any inputs to Group on last minute cancellations, and communicating any last minute re-

assignments or other necessary information to the Auxiliary coxswains on duty.

One of the special assignments performed by Auxiliary vessels was the "wearing of the tarps" - two facilities took up station inside the safety box each day for the civilian portions of the air show, sporting bright yellow tarps while maintaining precise lat/lon locations. This daunting task was to provide "targets" for the aeronautical performances - it can be difficult for a pilot to line up bearings when he's spinning to earth and all he sees is open water. On various days the Auxiliary facilities *Hale Kai* (John Queiser), *Happy Note* (Bob Usher), and *Chamaeleon* (Sue Fry) performed this important function.

Another major contribution by local Auxiliarists was the involvement of Land Mobile units. Bob Peterson served as communications liaison between all the people (FAA, Blue Angels, air show announcers, etc.) on Municipal Pier and PATCOM aboard a CG 87' cutter. Other Auxiliary land mobiles (Jeff Price, John McEwen, and Chuck Elliott) assisted with communications afloat with PATCOM, and



Auxiliary Vessel *Chamaeleon* (Sue Fry, Div. 1 Captain) prepares tarp for civilian air show under watchful eyes on 87' CG cutter *Tern*.

at shore hot spots like Crissy Field (where the wind surfers and kite surfers launch).

A total of three actives and one retired CG admirals were on hand on Sunday. Coast Guard District 11, RADM Eldridge, wanted to see this major marine event and the activities required to make it run smoothly and safely up close. Starting at the northeast corner by the buoy tender (CG cutter *Aspen*), Station Golden Gate's MLB (Motor Life Boat) 47245 took Admiral Eldridge on a tour of all the patrol vessels along the east and south edges of the safety box, stopping off at each CG, Auxiliary, and LE vessel as the admiral personally thanked the crews for their efforts. At the southwest corner of the box, the admiral (along with his flag) were transferred from the MLB to the Auxiliary facility *Rovigno* (coxswain Fulvio Dapas), which continued the circumnavigation by taking the admiral to each boat along the west and north sides of the box, and eventually back to YBI to disembark.

Having District 11 tour on an Auxiliary vessel and personally greet and thank dozens of Auxiliary coxswains and crews for their efforts was a wonderful extra touch this year. A lot of other planning, paperwork, and activities also were key, as well as the collective hundreds of hours of underway time by the Auxiliarist volunteers. All the participants can take pride in the excellent jobs they performed, leading to the smooth, safe success of this year's Fleet Week event. It was another great example of Team Coast Guard in action. 🌀



A show of support and respect. Members of the Cape Disappointment's Coast Guard family stand in ranks, Dec. 10, 2003 in the backyard of Ralph and Patti Gilbert. Photo by Larry Kellis

Dedicated to helping others

Vice President, Commandant, Washington governor among those who praise Auxiliarist with over 860 SAR cases

The Chinook Observer
Long Beach, WA

The men and women of the Coast Guard Station and Auxiliary at Cape Disappointment have been doing everything in their power this winter and fall to help a locally famous volunteer.

Ralph Gilbert, a member of U.S. Coast Guard Auxiliary Flotilla 62, has been a part of the Cape Disappointment family for over 12 years and has successfully executed over 860 search and rescue cases aboard his vessel the *Bay Mist*.

The Auxiliary here contribute their

time, boats and other resources to helping the Coast Guard in these dangerous waters, which have been described as among the most deadly in the world.

Gilbert also dedicated numerous hours to communication watch standing throughout his many years of service. During this time, he has mentored countless new Coast Guard members in navigation skills, communication watch standing skills and the importance of being a member of the U. S. Coast Guard.

Gilbert, was recently diagnosed with cancer, and the men and women of Station Cape Disappointment have

dedicated some of their time off to help repay their friend by aiding in his time of need. They have organized fund-raising events to help with medical costs, they have spent time taking Ralph to his medical appointments and visited him as a friend and to help with his chores around his house.

A small group presented the ailing Gilbert with an Auxiliary Meritorious Service Award, along with letters of thanks from an impressive array of leaders. But the Cape Disappointment unit wanted to show their complete admiration for this man's accomplishments.

Without his knowledge, many of the

“... our country is strengthened every time a citizen steps forward to serve a cause greater than self-interest. Through your many years of committed service as a member of the Coast Guard Auxiliary, you embody the finest in the American tradition of volunteerism.” - **VICE PRESIDENT DICK CHENEY.**



A heartfelt thank you. Auxiliarist Ralph Gilbert receives an award from Lt. Richard Burke, Commanding Officer Coast Guard Station Cape Disappointment, Washington. *Photo by Larry Kellis*

crew went to his home and stood in ranks in his backyard. According to the Auxiliary's Larry Kellis, “The members that were standing in Ralph's backyard that day to pay him homage have laid claim to many great days in the Coast Guard, but they will all tell you that was their best day.”

Gilbert's service award read in part, “Following the horrific events of Sept. 11, 2001, Mr. Gilbert dedicated his outstanding vigilance to aid the war against terrorism. Since that fateful day, he has provided a much needed platform for enforcement of more than 37 security zones around cruise ships, high interest vessels and naval vessels, including the eight-hour escort of four U.S. Navy ships transiting to Portland for the 2003 Rose Festival, a moving security zone that covered over 25 nautical miles of the Columbia River.

“Mr. Gilbert's dedication to the maritime community demonstrates the grit and selfless determination of the early pioneers of the Life Saving Service and

epitomizes the dauntless spirit embodied by all those who dedicate their lives so that others may live.”

In a letter from Vice President Dick Cheney dated Dec. 12, 2003, that Gilbert's service is recognized, Cheney said, “... our country is strengthened every time a citizen steps forward to serve a cause greater than self-interest. Through your many years of committed service as a member of the Coast Guard Auxiliary, you embody the finest in the American tradition of volunteerism. I am certain that the many individuals and families whose lives you touched over the course of the last fourteen years join me in thanking you for your exceptional service.”

Gov. Gary Locke also acknowledged the great work Gilbert has done. He said, “You are a remarkable man. Since you first began volunteering at Station Cape Disappointment in 1989, you were directly responsible for saving 10 people and more than a \$1 mil-

lion in property. You have devoted more than 6,500 underway hours to routine safety patrols ... Your outstanding seamanship and genuine concern for others have enabled active duty Coast Guard personnel to concentrate on other important tasks, such as expanding qualified boat crews. I also learned that you have played Santa Claus during the station's Christmas celebrations. Clearly, these crewmembers and their families are extremely fond of you and hold you in high regard.”

Continuing the tribute, Adm. Thomas H. Collins, Commandant of the Coast Guard, said, “Please know that though the numbers cited above are impressive, the largest impression that you have made on the Coast Guard and Coast Guard Auxiliary extends beyond anything that can be quantified or captured on paper. By your giving attitude and sense of service, you enrich lives. You will forever be a part of those whose lives you have trained, saved or touched. The world is a better place because of you. Thank you!”

And also, State Rep Mark Doumit said about Gilbert, “You have given love and respect to the folks at Cape Disappointment and shown them that the entire community supports them and the work they do ... As a commercial fisherman, as a state senator, and as a citizen, I am especially grateful to you and to the Coast Guard. We live in one of the most dangerous areas in the world for navigation and I can't say enough how much I value our Coast Guard men and women, as well as the priceless energies of the Coast Guard Auxiliary. I am proud to have this opportunity to convey my respect and appreciation to you.”

(This article appeared in the Chinook Observer and is reproduced with their permission) 🌀



Auxiliarist Greg Clark makes a night landing into Coast Guard Cutter *Yellowfin*'s notch under red spotlight. / **STORY ON PAGE 20** *USCG photo*

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