



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Navigator

VOL. 31, NO. 2 – SUMMER 2004

Cooking on the River

for the crew
of the *Kankakee*

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National Calendar

2004

NATIONAL CONFERENCE,
September 2-4
Costa Mesa, CA

2004
EDITION DEADLINES

FALL EDITION
August 15

WINTER EDITION
November 15

Send submissions to *Navigator*

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CORRECTION: In the article A day at the US Coast Guard Academy printed in the Winter 2003 edition of the *Navigator*, Raymond C. Birnbaum, DSO-CC 15R, was incorrectly identified as Russell White by the author. The *Navigator* regrets the error.

USCG Auxiliary - a key to longevity

Sol Spiegel honored on his 100th birthday

What a bash!

District 7 celebrated both the 100th birthday and 65th anniversary of its oldest active Auxiliarist at their spring conference. Sol Spiegel, born May 6, 1904, and his wife led the Pledge of Allegiance to open the district business meeting.

Spiegel started his boating career when he was 14 with his first boat, a canoe. By 34 he had his first full cabin vessel built, the 30-ft *Frimada I* (a combination of his mother's name Frimet and his wife's name Ada).

In the fall of 1939 a Coast Guard representative spoke at the Riverside Yacht Club, Passaic, N.J., concerning the needs of the Coast Guard which lead Spiegel and 12 other members to join the CG Reserve (Temporary) unit and formed Flotilla 34 in the 3rd CG District.

Frimada was assigned number 607 and was used as a submarine hunting CG asset until 1941 at CGSTA Fort Newark.

During his tenure as a Temporary Reserve, Spiegel attained the rank of Chief Petty Officer. He also performed the duties of OD for Station Fort Newark. In addition, Spiegel was the small arms instructor for the Coast Guard, Reserve and WAFS, women pilots who ferried military aircraft.

During WW II, Spiegel skippered a



Sol Spiegel turned 100 years old on May 6. Photo by Karen Miller

36-foot patrol boat for the Coast Guard off New Jersey. The boat was armed with a 30-caliber machine gun. Unfortunately, Spiegel was not provided ammunition for the gun or a radio for the vessel. In lieu of a radio, Spiegel and his crew were equipped with carrier pigeons for communications. He was also provided a handgun with six bullets. The bullets were counted at the end of each patrol. His

primary duties included submarine hunting and picking up debris that could indicate cargo and help to identify vessels that may have been torpedoed.

Spiegel was actively involved in on-the-water operations with the Auxiliary from 1939 to Aug. 29, 2000. He moved to Florida in 1967 and joined Flotilla 32 in Ft. Lauderdale. At age 80, Spiegel was one of the first Auxiliarists to complete the coxswain qualifications program that started in 1984. He held a six-pack license to operate a fishing vessel for hire from 1941 to 1990.

Spiegel actively performed patrols until age 98, sold *Frimada IV* and reverted to crew status because he could not get around his boat like he used to in rough seas.

Spiegel is noted for his wit and anecdotes. Two of the most memorable Spiegelisms include:

- On why he joined the USCGR(T) - In 1945 the height requirement to join the service was 5' 4". I was 5' 3". A CG recruiter came to the yacht club to recruit volunteers for the USCGR(T). "They were looking for small boat operators ... I figured, I'm small, I'm a boat operator,

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Coast Guard Auxiliarists support homeland security in Seattle

BY LT M. A. BILLEAUDEAUX

13th Coast Guard District Public Affairs

Regional residents attending the town-hall style meeting at Seattle University seemed to surprise the Excellence in Government Panel by displaying little interest when asked if citizens would volunteer to assist with homeland security.

In contrast, since Sept. 11, 2001, membership in the U.S. Coast Guard Auxiliary nationally has grown by 10 percent or almost three new members a day since the tragic attacks. The Northwest Auxiliary ranks have seen their numbers swell by a similar percentage, and these new members are seeing a closer relationship with the active duty Coast Guard than at any time in its history.

About a third of the 250 Auxiliarists in the metropolitan Seattle area are boat crew and coxswains, trained and qualified to Coast Guard-approved standards. They are frequently requested to deploy their own boats under official Coast Guard orders, flying a special Coast Guard Ensign, for safety patrols and to assist with search and rescue.

In the months following the attacks on New York and Washington, they logged hundreds of hours on "Noble

Eagle Patrols" on Puget Sound on a near daily basis. They provided additional Coast Guard presence in local waters and served as extra eyes and ears, watching for anything suspicious or out of place around the ports and waterways.

Early in 2003, Auxiliarists began training alongside the Coast Guard in support of port security specialties. Since, they have been serving side-by-side with their active duty counterparts assisting in critical maritime security roles. They can be seen conducting vehicle patrols of shoreside facilities and, occasionally, they assist with cruise terminal security checks. Each day the dedicated volunteers might participate in screening of foreign vessels prior to their U.S. port admission, fingerprinting merchant mariners as part of the licensing process or assisting with other port security functions.

When security levels were elevated during Operation Iraqi Freedom and the 2003 holiday season, Auxiliarists provided "surge capacity," patrolling every day and filling in for active duty and reserve personnel who were deployed.

The Coast Guard Auxiliary is the all-volunteer civilian arm of the Coast Guard, supporting all the Coast Guard's missions except law enforcement and military. Traditionally, their role primarily focused on recreational boating safety.

Since 9/11, however, the Auxiliary's homeland security tasks have ramped up right along with those of the Coast Guard.

For the Northern Area of Coast Guard District 13, the Auxiliary's Direct Support Coordinator is Mary Ann Chapman, who as a civilian, is a Seattle marketing strategy consultant. Last year she logged in excess of 1500 hours of volunteer time, mostly in the homeland security mission.

She says several Seattlites who have volunteered as part of the Auxiliary have worked more than 1000 hours annually, though most were in the range of 50-300 hours. But she is emphatic in saying that the

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SEATTLE


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commitment of even a few hours a month is highly valuable.

"Supporting the Coast Guard is a wonderful way for a citizen to help keep our region secure. Their efforts benefit their families and friends in Puget Sound and around the country," she said. "Any U.S. citizen who is 17 or older can join. There's an Auxiliary mission for everyone."

The Auxiliary's traditional role of public education and recreational boating safety has become even more important as the Coast Guard's focus

on homeland security has expanded. Essentially, the safer boaters are on the water, the fewer search and rescue cases will have to be managed by the regular Coast Guard thereby allowing more time for security missions.

Young people are particularly encouraged to consider serving, as well as retired military and police officers looking for an activity that offers excitement and intensity. Computer and office skills are always needed. Before Auxiliarists can participate in homeland security functions, they must undergo the same background checks as active duty "Coasties." 

LONGEVITY

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so I joined up."

- During the ceremonies in Washington, D.C., honoring Spiegel and another long-term member of the Auxiliary, Admiral James Loy, then Commandant of the Coast Guard, presented the certificates of recognition to Spiegel and the other Auxiliarist. Admiral Loy and both Auxiliarists were on a stage in front of a gathering of dignitaries including the President and congressmen. Admiral Loy, who is 6' 3" tall, shook Spiegel's hand in congratulations and asked if he wished to say a few words. Spiegel, at 5' 3" looked up at Admiral Loy and said to the audience, "You know, when I joined I was that tall." Spiegel brought down the house.

Spiegel was presented with numerous letters of recognition which were arranged by CAPT James Maes, Commander, Group Miami. After being informed that Spiegel was going to turn 100 this year, CAPT Maes began the process of contacting Spiegel's Coast Guard and Coast Guard Auxiliary chains of command and arranged the following letters of recognition for him:


- President George W. Bush - Commander-in-Chief
- President Bush and First Lady

Laura Bush also sent a birthday card

- Admiral Tom Collins - Commandant, United States Coast Guard
- Vice Admiral Thad Allen - Chief of Staff, United States Coast Guard (plus a coin)
- Rear Admiral Harvey Johnson - Commander, Seventh Coast Guard District (plus a Seventh District Commander's Coin)
- Captain James Maes - Commander, Coast Guard Group Miami (plus a Group Miami Core Values Coin)
- COMO William Edgerton - National Commodore Coast Guard Auxiliary (plus a coin)
- COMO Dahlgren - Auxiliary Commodore, Seventh District (plus a coin)
- Richard Leys - Division Captain, Coast Guard Auxiliary Division 3

To top it all off, Spiegel's grandson, also an Auxiliarist, joined in the celebration.

It becomes quickly obvious once you meet Spiegel that the Auxiliary is a big part of his life. He credits his love of the water and boating as well as the love he gives and receives from his family and friends as his key to a long and happy life.

(Lois Ann Hesser, John Rungo, Karen Miller and CAPT James Maes all contributed to this article) 

Navigator

is the official magazine of the
United States Coast Guard Auxiliary

www.cgaux.org

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Pay Day

Have you “paid” an Auxiliarist for performance above and beyond the normal expectations of their assigned duties or qualifications?



COMMODORE
E. W. (BILL)
EDGERTON
NATIONAL
COMMODORE



As Auxiliarists, volunteers, our only “pay check” is through recognition, at the appropriate level, for his/her performance or contribution(s) to the programs and/or missions of the Auxiliary. As we approach the election time of the year and possible changes in unit leadership, elected and appointed, it is the time to consider holding a pay day.

A recent study conducted by the Long Range Planning Committee noted that there are sufficient levels of individual and team awards available to recognize performance above that level normally expected of an Auxiliarist. This performance could be as an elected or appointed officer, as a team working on a particular event or project. It also could be an Auxiliarist taking an initiative to do that little extra. The individual awards, as listed and described in the Auxiliary Manual, include the Auxiliary Meritorious Service Award (AMSA), the Auxiliary Commendation Award (ACA), the Auxiliary Achievement Award (AAA) and the Auxiliary Commandant's Letter of Commendation (ACLOC). The Coast Guard Meritorious Team Commendation Award is available to recognize a team effort. Additionally, there are individual performance awards that are supported by production as documented in AUXDATA.

How often have you heard that the

above listed awards are only available for and presented at the National and District levels? These awards are available to be presented to any Auxiliarist at any level.

Most Districts/Regions are good about recognizing performance at the District level (members of the EXCOM and District Staff Officers). Often overlooked is the performance of a division captain, who as a member of the district board, put forth that extra effort to make a significant contribution to the district activities or improve procedures. How about that division captain that displayed exceptional leadership in guiding his/her division during their term of office?

Recognition at the division and flotilla levels is usually limited to Certificates of Appreciation being presented to the vice Captain/Flotilla vice Commander and staff members. While this level of recognition should not be overlooked or ignored, it should not be considered as all that is necessary or appropriate. It is widely recognized that the work of the Auxiliary is performed at the ‘deck plate’ level. Unit leaders, specifically at these levels, need to take the time to ensure that the contributions that lead to or result in performance above and beyond that normally expected is appropriately recognized: that the deserving Auxiliarist(s) receives an appropriate “pay check.”

This recognition could be earned/deserved by an elected or appointed officer that, through their leadership and/or innovative approach had a positive affect on one or more Auxiliary programs/mission areas. I am sure there have been many instances where a flotilla commander, as a member of the division board, has taken that extra step and made a contribution that had a significant impact on at least one division activity or a flotilla staff officer that has "turned a program around" within the flotilla.

It is not hard to imagine that many award recommendations are not submitted because it is perceived as being just too much work and nobody would pay any attention to it anyway. Actually, the procedure and paperwork are relatively simple. For all awards listed above, except for the AMS and the performance awards, all that is required is a completed Coast Guard Award Recommendation (CG Form 1650) (available on-line for downloading or in the Auxiliary Manual for reproduction) and a completed draft citation or, in the case of the ACLOC, a draft letter. The citation or letter, normally felt to be a 'back breaker,' is not that hard. There are basically three sections: Section 1 is basic and reflects the Auxiliarist's name and what he/she is being recognized for (Mr. W. T. Door is cited for meritorious service while serving as Flotilla Staff Officer - Public Education from 1 January to 1

November), Section 2 details the accomplishments/activities that support the recognition and Section 3 is the boiler plate closing for all citations (Mr. Door's dedication and devotion to duty are most heartily commended, etc.). The requirements for submission of a Team Award are the same except that only one citation needs to be submitted and all team members need to be identified in the 1650. Most Districts/Regions have prepared and distributed guides for the preparation and submission of award recommendation that contain sample citations. Flotilla Commanders and above should have access to this document or a CD that contains it. The AMS requires the submission of a "Summary of Action," a detailed description of activities supporting the recommendation.

Changes of Watch present excellent opportunities to hold "pay days." Recognition is good at any time but recognition in front of peers is better and may well provide an incentive for others to put forth that extra effort knowing that their efforts will be appropriately recognized.

I cannot close this article without saying that recognitions and awards should always be given in a timely manner and when appropriate. Don't wait for a COW in November to recognize an action taken in February.

Take the time to hold a "pay day" and recognize those extra efforts and you may well be surprised at the results. 🌀

Leaders needed

Your decisions chart the future course of the Coast Guard Auxiliary



COMMODORE
GENE M.
SEIBERT

NATIONAL VICE
COMMODORE
CHIEF OF STAFF



Have you realized that in 18 years, a decision you made this year could determine who the National Commodore will be?

That's the kind of power you have. Yes, You.

Elections are coming up soon and as a member of the U.S. Coast Guard Auxiliary, you have a vote. Depending on what position you have, you may have more than one opportunity to elect tomorrow's leaders. If that future National Commodore follows the elected path, in all likelihood, they will serve two years each as vice and flotilla commander, two years each as vice and division captain, two years as rear commodore, two years each as vice and district commodore, two years as national area commodore and two more as the national vice commodore-chief of staff.

Electing leaders may not be as exciting as participating in those program areas that are of interest to you, but our elections are nonetheless one of the most critical things we do as Auxiliarists.

Why do our elections matter so much?

We need to choose our elected leaders carefully for their one- or two- year watch can impact the direction and productivity of a unit - now and in future years.

Most of us have a limited hands-on concept of how the Auxiliary - as a whole - works. We know and understand our own units and their leaders. When election time comes around, we vote for people, we think will do the best job.

Or do we? Sometimes we simply vote for the person who is next in line as if we're rewarding them for having served so far, or possibly because we simply like a person better than another.

And of course there are times that we vote for a person because no one else is willing to run for a position.

I think we've all been there.

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

With the changing environment in post-September 11, we are experiencing cultural shifts not only in the Coast Guard but the Auxiliary as well. Now more than ever, we need the right leaders to help chart our future course.

Fact: We're not the same Coast Guard Auxiliary we were five years ago, so selecting a visionary leader is even more important now than ever.

Perhaps Albert Einstein hit the nail on the head when he said, "The significant problems we face today cannot be solved at the same level of thinking we were in when we created them."

It comes as no surprise to any of us that we have experienced, are experiencing, a cultural shift, which occurs when a series of dramatic events are so impacting that an organization cannot continue to operate the same way and expect to achieve its mission.

There is simply no room for candidates who want to pursue business as usual. Moreover, we should not elect someone to a leadership position simply because it's their turn to serve. The leaders we elect must be ready, willing and able to serve and not appear as simply a figurehead.

September 11 brought sweeping changes to our operational environment and these changes only reinforce the importance that we must increase interaction and coordination between operational Coast Guard commands, interagency partners and our units.

We need to bring a new focus to the values of planning and sustainment of our operational readiness. We need to recognize fully that in a broad sense, all of our operational activities need to be either focused on prevention of an incident through Operation Patriot Readiness, Maritime Domain Awareness, Recreational Boating Safety and Community Outreach Programs or in response to mitigate the undesired effects of an incident through our surge capabilities and capacity under MARSEC 2 or 3 conditions, or if called upon to perform a search and rescue mission.

I feel overall, our organization must begin the transformation in view of what we know today. This can't be ignored. The results of the dramatic events, the shift in Coast Guard and the establishment of the Department of Homeland Security, and the changing make-up of the recreational boater, all need to come into play as we move our organization forward.

Today is the "New Normal". We can not become complacent; we must realize that things will never be like it was pre-September 11.

Now more than ever, we need to provide our organization with the depth and breadth of operational, personal, team and strategic leadership that is critical to our sustained success in the near and long term.

See why your selection of this year's leaders is so important?

Colin Powell, when he was Chairman of the Joint Chiefs of Staff, referred to some critical success factors as traits/characteristics of outstanding leaders. I suggest you use the following traits as a sort of checklist in evaluating the candidates running for officers in your flotilla, division, or district elections.

Visionary - A visionary leader sets goals, looks ahead and sees what the challenges are ahead of time (Powell calls this seeing around corners). A visionary leader plans now for tomorrow. They are proactive rather than reactive. Lastly, a visionary leader

doesn't accept the status quo as OK.

Motivator/achiever - Leaders who are high energy and are motivated to do more do better than what has taken place in the past. They do not rest on the laurels of previous accomplishments. More importantly, they have an ability to motivate others to buy into this same philosophy. Successful leaders give 110 percent effort and are continually striving for excellence.

Communicator - A leader must be able to communicate their ideas, values, visions, and goals. A successful leader's decisions are crisp and clear, so everyone knows where the unit is going, and how they will get there.


Solutions oriented - You may have heard the saying, if you are not part of the solution, you are part of the problem? Successful leaders don't simply see problems as unsolvable; they work to find solutions. They use the KISS principle (keep it super simple), and have a can-do attitude. They always exhibit a situational awareness capability that enables them to think fast on their feet.

Perpetually optimistic - Leaders who are perpetually optimistic have a ripple effect on their organization. They see what can be done, as opposed to simply seeing the roadblocks to progress.

Know how to have fun - Successful leaders surround themselves with people who take their work seriously, but not themselves. They know how to work hard and play hard and value the fourth cornerstone.

Leaders are willing to make the tough decisions - You've heard the saying, the buck stops here? Successful leaders stand fast to this philosophy, even when it seems unpopular.

Therefore in this year's election cycle, no matter if you are electing a flotilla commander, division captain or any of the elected leadership, please choose carefully; please choose wisely.

Like the ripple effect of the wake from a boat, the leadership choices that we make today will ultimately impact the direction of the Auxiliary of tomorrow. 

Operation BoatSmart:

assessment and the way ahead



COMMODORE

MARY
LARSEN

NATIONAL VICE
COMMODORE
ATLANTIC EAST



As we enter the fourth year of the Operation BoatSmart campaign, CDR Kim Pickens who is responsible for the program for the Atlantic area, has done a complete assessment for all of the partners. This summary is adapted from her document.

Operation BoatSmart has as its intent the reduction of boating accidents and fatalities. Five major goals, or performance measures, were established by the partners to accomplish this when the program began in 2001 and remain in effect today. The goals are: an increase in observed PFD wear rates, an increase in certain PFD sales, an increase in the number of boaters taking public education classes, an increase in the number of vessel safety checks, and a decrease in the number of fatalities involving alcohol.

PROGRESS REPORT:

Numbers one and two: it was the determination of the partners that the single most important measure for success would be independent observation of increased PFD wear. Unfortunately, wear rate studies have not shown a significant increase in PFD wear. This conclusion was based on wear rate studies from 2000 to

2002. The results were somewhat surprising since the number of PFDs sold showed a significant increase. Both production and sales of Type III and inflatables of all types has increased markedly over the past two years. This is especially significant since boat and equipment sales have been flat over the same time frame.

Number three: we have seen an increase in the number of boaters taking public education courses. It is encouraging that some of this increase has been among the boaters considered most at risk for fatalities.

Number four: the total number of vessel safety checks performed by all partners (primarily Auxiliary, United States Power Squadrons and states) has increased nearly 50% since the baseline year of 2000.

Number five: while we have recorded a decrease in the number of accidents and fatalities where alcohol was the primary cause, at the same time the percentage of fatalities where alcohol was involved in any way has increased. The OBS partners suggested that this is an area that needs more study.

SEE **LARSEN** PG. 12

Meet the leadership challenge

What could they be thinking? It's absolutely crazy! It will decimate Auxiliary membership. People will vote with their feet!

I wasn't a member then, but that's how I've heard it described by some who saw the Boat Crew Qualification Program instituted in 1985. There were predictions of tremendous membership loss, and protests that the new program was completely unnecessary. Yes, some members left because they were unwilling to participate in the new qualification process, but our operations are much safer and more professional as a result.

Those predictions echo today as we implement member suitability checks, and it's our responsibility to make sure we don't lose any shipmates unnecessarily. When the program was first announced, we heard dire claims that the sky was falling, that members would never stand for the suitability checks, and that we would lose membership in huge numbers. During the months since, the program has been developed to minimize the impact on member privacy and make the process as painless as possible.

A funny thing happened on the way to the predicted member revolt. There wasn't one. In meeting after meeting I attended, the overwhelming majority—all but a handful—said they agree with the need for suitability checks on our members. Filling out forms and getting fingerprinted is a burden, to be sure,

especially for the direct-operations participants who will be filling out the long form. Auxiliarists who work with active-duty commands in planning our response to elevated maritime security (MARSEC) levels know that many of the details of those plans are classified, and the particulars of our participation are sensitive enough to warrant careful screening for all members involved.

There wasn't a revolt, but there was and still is a good-sized paperwork gap. There are many members who haven't responded to the initial questionnaire, and we all need to work to get those replies back to the Director of Auxiliary as soon as possible. Some are snowbirds and haven't answered their winter mail yet. Some probably tossed it out with the credit card offers and sale catalogs. Some laid it aside to do later, and some had questions they haven't gotten around to asking. A few have serious misgivings about participating, and nobody's called to find out why.

Whatever the reason, we all need to pitch in to keep our shipmates aboard. Scanning the response data in one district to try to understand what's happening, I made a listing by flotilla of



COMMODORE
STEVEN B.
REAMS

NATIONAL VICE
COMMODORE
ATLANTIC (WEST)



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LARSEN

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THE WAY AHEAD / FUTURE ACTIONS:

Number one: we need to redouble our efforts to educate partners and the public on the importance of wearing life jackets, at the same time making certain that the message is clear, concise and consistent. Our message should be "Wear your life jacket," not "Make sure they are readily accessible."

Number two: we plan to educate safety advocates and stakeholders at

the local level on the importance of boating education, at the same time advising them on the range of courses available. Encourage all partners to support the work of public education departments at the local level and get the word out about upcoming class offerings.

Number three: we plan to encourage all partners to work at the local level to support their vessel examiners and work to advertise and inform the public about VSC days and special events.

Number four: we need to get the word out at the local level to educate the public on the relationship

between alcohol use and fatalities for operators and passengers. The plain truth is - all other factors being equal, impaired passengers are at much as risk as impaired operators. So future strategies must be aimed at both audiences.

In summary the campaign has certainly shown some results in the past three years. The downward trend in VSCs and attendance at boating courses has been slowed, even reversed. With continuing emphasis on the major goals, we should be able to capitalize on the momentum and see a reduction in the number of boating accidents and fatalities. 🌀

REAMS

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the response rate. Several flotillas had 100 percent response, and several more were in the 90s. Most were in the 70 percent range, and a few were downright terrible. Checking against the activity level and overall health of the flotillas, guess what? Active units with good leaders had great response, and not-so-hot units had response rates to match.

In short, units with good leaders are tending to have good response rates, which means that we can use our leadership skills to keep the people we haven't heard from. Here's how:

- Find out who hasn't responded and make a flotilla plan to reach every person on the list. Like everything else, the flotilla commander bears ultimate responsibility, but the flotilla

vice commander and the personnel services officer have roles to play, too.

- Have a supply of the response forms at every flotilla and division meeting, and make sure every member in attendance has filled one out.
- In many cases, this isn't too different from the annual bug-a-thon to get the dues collected. Make contact, and ask for the form. It's available on-line, so it's easy to make more for the people who've lost them. Follow up, and follow through.
- Use a buddy system to pair non-responsive members with a friend who can talk to them about the security checks and help them understand why they're necessary.
- There will be some members who don't understand the program, or feel they aren't willing to participate. Let them know how important they are, and answer their questions

patiently and respectfully. Feel free to use your own experience as an example.

- There are plenty of resources to draw upon if you get a question you can't answer. There's a question-and-answer resource on the Chief Director's web site, and your elected officers up the chain can get the answer to other questions.

Like the Boat Crew Qualification Program nearly 20 years ago, the suitability check program poses a risk of membership loss. We must respond effectively, right now, to prevent members from departing through our own neglect. Directors of Auxiliary will disenroll (or retire, if eligible) members who haven't agreed to participate in the suitability check program by the end of 2004. Keeping those members in the Auxiliary is a leadership challenge for every one of us. 🌀

State of the Coast Guard Auxiliary

Ready, Reliable and Relevant

Upon reporting for duty as your Chief Director some three years ago, I was excited about taking on the program management of a highly valued volunteer force that was focused primarily on the most important duties of and responsibilities of executing the Recreational Boating Safety mission.

Little did I, or anyone else for that matter, know that our maritime security environment was about to drastically and dramatically change. Along with that change was the program challenge to even better leverage the Auxiliary capability and capacity in support of Coast Guard missions, and to provide to the operational commanders at all levels a ready, reliable and relevant volunteer force ready to fill in and support as needed during maritime security surge operations. Working hand in hand with the Auxiliary leadership at all levels, I think we have made great progress towards attaining many new goals and objectives.

I believe the Auxiliary is, in fact, more ready to support the Coast Guard and Nation. I believe the Auxiliary is more relied upon by Coast Guard operational commanders. And I believe the Auxiliary's support is far more relevant to today's mission set than ever before. From the program view, I can best summarize the state of the Auxiliary, in

four key areas:

1. Auxiliary Support to Strategic Objectives and Goals of Maritime Homeland Security

- Operation Patriot Readiness (OPR)
 - Goal: Position the Coast Guard to Execute Maritime Security. The OPORDER has been highly successful in accomplishing two primary goals: it has provided more opportunity for backfill support alignment with active duty units, and it has prepared the Auxiliary for future potential Maritime Security surge operations. OPR Phase III was implemented this past spring, with the aim to further assist operational commanders in best utilization of identified Auxiliary resources in support of Ports, Waterways and Coastal Security missions. The focus of OPR III has been to further embed the Auxiliary capability into operational planning for Maritime Security operations and also to commence development of an emerging role for the Auxiliary in a National Maritime Domain Awareness capability.



CAPTAIN
**DAVID
HILL**

CHIEF DIRECTOR
U.S. COAST GUARD
AUXILIARY



SEE **HILL** PG. 14

- Contributions of OPR to National Security. Since the implementation of OPR, the Auxiliary has provided over 7.5 million hours in support of CG missions. That support includes well over 1 million surface patrol and approximately 50K air patrol hours, in support of Ports, Waterways and Coastal Security operations. Specific support to Operational Liberty Shield Maritime Security surge operations was a total 359K hours with 46K hours on the water and 2.7K hours in the air. Specific support to Operation Noble Eagle was well over .5M hours and included support activities ranging from backfilling comms watchstanders to conducting load out security zone patrols. The Auxiliary continues to provide low risk, traditional and non-traditional support to Operation Neptune Shield. The Auxiliary stands ready as a relied upon force to support Maritime Security operations through all levels.
- Auxiliary's Role in a National Maritime Domain Awareness Capability - Goal: Know Maritime Conditions, Anomalies, and Threats. In Winter 03, a plan was laid down to develop initiatives to combine recreational boating safety programs with Maritime Domain Awareness public outreach activities as a single, national strategy. Further plans were developed to define a course of action for the operational reporting of observations in conjunction with other Auxiliary operational activities. Most significant was the accomplishment of a plan to roll out the Waterways Watch program in conjunction with the 04 boating season. This Auxiliary program, which is the recreational boating safety part of the larger America's Waterways Watch program, will enlist the assistance of tens of thousands of boaters to report suspicious activities on our nation's rivers, lakes, bays and coasts.

2. Moving the Readiness and

Capability of the Auxiliary to Higher Levels; Positioning the Auxiliary for the First Half of the 21st Century

The Auxiliary is charting a course that will lead the organization well into the first half of the 21st Century. That course should also position the Auxiliary as the leading volunteer organization in the Department of Homeland Security. Here again, the overall strategy has been to provide to the operational commanders the best volunteer force possible, focused on on-the-water and in-the-air support to Ports, Waterways and Coastal Security, Marine Safety, Search and Rescue, Recreational Boating Safety, and Maritime Domain Awareness missions. Supporting sub-strategies in resourcing, training, operations, administration, and legal areas have been developed and are tracking. Some examples of sub-strategy programs and initiatives are listed below:

- Resourcing the Auxiliary. The Auxiliary District recurring budget model attained full funding status at \$2.9M. In view of a post-9/11 security environment, and significantly increased Auxiliary support levels, work has already commenced to build a new budget model.
- Personnel Protective Equipment (PPE). The Auxiliary PPE distribution plan is based on the number of qualified competencies per district/region, resourcing levels, and cold water/warm water policy requirements. The requirement for Personnel EPIRB (PEPIRB) distribution is one per facility. To date, over 20% of operational Auxiliarists have been outfitted with PPE and, by 1 Jun 04, 100% of surface facilities have been assigned PEPIRBs.
- Legal. A total of 4 Legislative Change Proposals have either become law or are tracking for inclusion in CG Authorization Bills; all of which serve to help raise the readiness and capability of the Auxiliary. A LCP, which provides death gratuity benefits to Auxiliarists who die while executing operational orders, was incorporated into law. A LCP regarding Auxiliary unit owned property cou-

pled with Federal Government liability protection, which would provide coverage to Auxiliary owned surface facilities in a Bravo or Charlie status, continues to track. A LCP regarding elimination of taxation of Auxiliary materials and unit owned property continues to make progress. A new LCP regarding liability coverage of Auxiliary privately owned vehicles when towing CG-owned trailers under orders is being developed.

- Auxiliary E-learning. Advances in Aux e-learning have gained high levels of success. A dedicated District 7 Aux on-line testing center has been moved to a national Auxiliary-wide capability, providing web based testing for nearly every Auxiliary member course. Not only is the testing completely secure, but also "signed" course completion certificates are automatically generated. This highly successful system is currently being investigated by G-WT for possible CG implementation. Further, pilots for on-line courses have been conducted with noted success in terms of training completion and dollars saved.
- Personnel Security. The impact of this major program will be significant in terms of enhancing operational support to CG missions and, in the larger sense, volunteer support to national security. A real benefit of the program will be Auxiliarist eligibility for security clearances, to facilitate volunteer support in secure areas and spaces.
- Auxiliary Manual (AUXMAN). A completely overhauled Auxiliary Manual is ready for distribution. Over five years in the making, this essentially new, world-class manual will likely provide administrative, training, and legal policy to the Auxiliary for decades. It lays down the policy which best facilitates Auxiliary support to the Coast Guard.
- E-Auxiliary. As a large, decentralized volunteer organization, the Auxiliary has promoted the E-Auxiliary concept at every turn. Major initiatives include the devel-

opment and implementation of the Auxiliary Data System (AUXDATA), the Patrol Order Management System (POMS). AUXDATA is already a heavily relied upon and extremely valuable personnel management data system, which will serve the Auxiliary for years to come. Tied directly into AUXDATA qualifications tracking is the POMS system, which ensures qualifications are met prior to the issuance of orders, files the orders claim following orders completion, and then automatically pays the Auxiliarist filing the claim. A pilot for this program has been exceptionally successful in several districts, and national implementation has been announced by ALCOAST.

3. Traditional Mission Support Areas, New Mission Support Areas: Expanding the Breadth of Auxiliary Support

While the Auxiliary's more recent focus has been on the water and in-the-air support to CG Ports, Waterways and Coastal missions, support to other traditional and new missions are rapidly growing. Some examples are listed below:

- **Operations.** The Auxiliary Cutterman's Program has been instituted. This program provides Auxiliarists with opportunities to qualify in both inport and underway watch positions, and also fill cutter Watch, Quarter and Station Bill assignments. It additionally provides the opportunity to earn an Auxiliary Cutterman's Pin. The Auxiliary Operational Excellence Program has also been instituted and serves to promote teamwork and overall proficiency of Auxiliary boatcrews. An improved, safer Auxiliary Aviation program is growing by leaps and bounds. New valuable, innovative and relevant aviation capabilities are being investigated.
- **Marine Safety.** Overall program support growth by 16% in one year. Explosive growth continues. Ten Auxiliary Marine Safety qualification PQS programs and the TRIDENT program have been instituted.
- **Recreational Boating Safety.** The

Auxiliary continues to promote the concept that a strong RBS program is absolutely essential in preventing SAR, and keep scarce CG resources available for other mission assignments. The Vessel Safety Check program continues to be the mainstay of the RBS mission, along with a revised Recreational Boating Safety Visitation Program. The Auxiliary welcomed, promoted and pushed for an initiative to establish Auxiliary positions under COTPs to provide leadership to Recreational Boating Safety Subcommittees as part of Harbor Safety Committees. Pilot programs in three ports are underway.

- **Recruiting.** The AIM program continues to enjoy great and long standing success. Auxiliary support to the recruiting mission is essential to program goal accomplishment.
- **Interpreter Corps.** The Auxiliary Interpreter Corps continues to be successful, with close to 250 linguists available on a 7X24 basis, covering nearly 50 languages. Significant accomplishments include ongoing, deployable Russian language interpreter capability on WHECs.
- **Health Care Support to CG Clinics.** The Director of Health and Safety has implemented a program to provide Auxiliarist health care provider volunteer support at CG clinics. The initiative now has over 50 dentists, physicians, EMTs and nurses ready to or actively providing volunteer support at several CG clinics. This volunteer support has proved to be exceptionally beneficial in conjunction with clinic backfill and direct support for Reservist recall to active duty physicals.

Auxiliary Global Reach: Supporting Regional Stability, Increasing SAR Capability

An Auxiliary international engagement plan has been implemented, with a focus on developing partnerships and SAR capability in the Caribbean and along the shared U.S. and Canadian borders.

An initiative to stand up an existing

Caribbean volunteer SAR organization partnership, with the idea of assisting other Caribbean basin countries in their initiatives of establishing like capabilities, is well underway. The strategic objective of this initiative is to strengthen security and stability within Caribbean nations through the development and operation of volunteer maritime organizations that conduct SAR, disaster recovery operations and information sharing in coordination with Caribbean government maritime organizations. The focus is on helping nations establish and stand up volunteer SAR organizations through sharing of best practices and, accordingly, increasing the overall SAR capability in the Caribbean. The first U.S. sponsored, U.S. SOUTHCOM supported CSAR Conference, was held in Miami during December 02. Over 80 representatives representing a total of 26 nations including 19 Caribbean nations attended. Nine of those countries have since stood up new organizations, adding to those already established. A second conference was held in Miami this past May.

Canadian Coast Guard Auxiliary/International SAR Competition. The partnership between the U.S. and Canadian Coast Guard Auxiliaries continues to enjoy a profound level of success. A U.S./Canadian International SAR competitions program, with four held so far, continues to strengthen that relationship and, as such, the shared border SAR capability. The next competition is scheduled to be held in early November, in Portsmouth,

Ready, Reliable and Relevant - that's today's Auxiliary.

This is my last *Navigator* article, as I am about to head over to the National Defense University as the Coast Guard Chair. This has been a great job. I've enjoyed working with the Auxiliary leadership, the District Directors, and all the Districts staffs. Most enjoyable has been meeting and talking to many of you. CAPT Barry Smith is going to have a great tour of duty as your new Chief Director. Keep up the great work out there - the Coast Guard and the Nation need you more than ever before. 🌟

So that others might live

CSAR conference brings Caribbean nations together

BY JEREMY SMITH

BC-APR, National Press Corps

Photos by Mel Borofsky

They came from all over the world - some from as far away as Australia and the United Kingdom - and others from as close to the United States as Canada, Costa Rica and the island nations of the Caribbean.

Clearly, the Caribbean Volunteer Maritime Search and Rescue Conference (CSAR) had become an international bellweather for these seafaring nations committed to improving safety of life at sea.

Building upon the success of two previous CSAR conferences (Dominican Republic in 2000 and Miami in 2002), this year's conference in Miami May 14-15, increased participation of 80 delegates from 26 different countries. The conference was hosted by the Coast Guard Auxiliary International Affairs Directorate in conjunction with the U.S. Southern Command and the U.S. Coast Guard. It was attended by representatives from the USCG, USCG Auxiliary, Caribbean



Lt. Douglas Archer, Trinidad and Tobago Coast Guard, makes a point at a workshop discussion.

Nations, as well as representatives from other countries and international organizations.

According to Commodore Everette Tucker, past National Commodore and Director of the International Affairs Directorate, the purpose of the conference was to "enhance the security, stability, and safety of life at sea in the Caribbean Region through the establishment and development of volunteer maritime search and rescue (SAR)

organizations and the strengthening of existing volunteer SAR organizations that could assume SAR operations, thus releasing the government forces to focus on security, counter-drug, migrant interdiction, and other law enforcement missions."

A number of international volunteer and government SAR organizations participated by making presentations and conducting workshops at the conference including the Citizens Rescue



Osmond Griffith, Assistant Superintendent, Grenada Coast Guard, tries on inflatable PFD while Jean Claude Van Rymenant, St. Martin, French Antillies and USCG Auxiliarist Mark Roth look on.

Organization in Curacao (CITRO), the Turks and Caicos Rescue Association (TACRA), the Grenada Coast Guard, the Search and Rescue Organization in Grenada (SARA), the International Lifeboat Federation (ILF), the Virgin Islands Search and Rescue (VISAR), the Association for Rescue at Sea (AFRAS), the Bahamas Air-Sea Rescue Association (BASRA), the Royal National Lifeboat Institution (RNLI), the French Maritime Rescue Coordination Center (MRCC), and the Société Nationale de Sauvetage en Mer (National Society for Safety at Sea - SNSM). Additionally, representatives from several non-Caribbean countries also presented and actively participated at the conference.

The agenda covered a broad range of topics including preventive SAR, the training of SAR crews and coxswains, mass casualty rescue operations,

enhancing fundraising results and many other initiatives that will aid in the establishment and development of volunteer SAR organizations.

Delegates were officially welcomed to the conference by CAPT Wayne Justice, Chief of Staff, 7th Coast Guard District. In describing the importance of the participants' contributions to safety at sea, the Captain cited a familiar axiom by the distinguished anthropologist, Margaret Meade: 'Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it's the only thing that ever has.'

"For these next two days, as a small group of thoughtful and committed citizens, you and those you represent, can change the world - or at least the Caribbean region - in terms of safety of life at sea. As we open this conference, I hope that we will find creative ways

to strengthen the SAR capabilities in the Caribbean through the establishment and employment of volunteer SAR assets and organizations," Justice said.

He also recognized the enormous contributions of the U.S. Coast Guard Auxiliary on every level. "The Coast Guard is extraordinarily proud and appreciative of our relationships with our volunteer organization: the Coast Guard Auxiliary. In my district alone, more than 5,832 Auxiliarists with more than 758 surface facilities and 59 aviation facilities contribute more than 100,000 annual hours of service. These hours of service run across the full spectrum of Coast Guard mission areas."

Klaus Baumann, Deputy Director of

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the International Affairs Directorate, reminded attendees of the reason that they were involved in SAR. "Why are we doing this? So that others might live!"

Adriaan van der Hoeven, President of CITRO, presented a case study on the Citizens Rescue Organization, based in Curacao. Among the many challenges faced by his organization since its founding 25 years ago is that it is comprised entirely of volunteers and receives no government subsidy. Instead, CITRO relies upon annual donations of about \$30,000. Occasionally, CITRO also receives older boats donated by the Royal Dutch Lifeboat Organization (KNRM). The boats are manned by CITRO's civilian volunteers, but rescue operations are coordinated by the Netherland Antilles Coast Guard.

Dudley Been, presented a case study of the Turks and Caicos Rescue Association (TACRA). Been began by describing some of the adverse conditions in this remote island nation of 26,000 that precipitated the formation of TACRA. Notably, until TACRA was formed in 1991, there was an absence of any government SAR organization and very little attention paid to boater safety regulations.

To address this deficit, several boat owners, fishermen, and ham radio operators united to become affiliated with other volunteer SAR organizations. In particular, the volunteers credited the Fisheries Department and the Commissioner of Police with assisting their efforts to become a viable volunteer SAR organization.

Even basic safety equipment is not compulsory on fishing boats in the Turks and Caicos. TACRA is seeking legislation to change this situation. Despite setbacks, the organization is currently seeking to establish a base of operations and is in need of boats, radios and personnel. The conference provided delegates from TACRA with their first opportunity to meet representatives from their neighboring vol-



Commodore Everett Tucker, Director, International Affairs Directorate, U.S. Coast Guard Auxiliary presents a team commendation award for work at the 2002 Caribbean Conference to Gerry Keeling, CEO, International Lifeboat Federation and Alex Hewitt-Jones, Executive Administrator, Virgin Island Search and Rescue.

unteer SAR organization in the Bahamas (BASRA), as well as other established Caribbean government and volunteer organizations, Been said.

Roland Baldeo, a volunteer with the Search and Rescue Association in Grenada (SARA), described a similar stage of development for his organization in Grenada. Unlike the Turks and Caicos, however, safety equipment aboard fishing vessels in Grenada is strictly regulated. Minimum safety equipment includes a compass, a GPS unit, a VHF radio, flares and PFDs. Further, fishing vessels must pass a safety inspection for their owners to benefit from fuel and duty-free concessions. Perhaps the strongest advocate for volunteer SAR support in Grenada, however, is CDR Osmond Griffith, Assistant Superintendent of the Grenada Police/Coast who has an initiative underway to create a volunteer Coast Guard Auxiliary in Grenada.

Gerry Keeling, CEO, International Lifeboat Federation (ILF), described the major developments of the ILF since its founding in 1924. Two years

ago the organization created Project Genesis, an initiative whereby the ILF is able to offer a wide variety of different SAR models to foreign governments. "The idea was to try and come up with a consistent approach (to SAR) that all ILF members could adopt," Keeling said. In this manner, the ILF hopes to foster a greater global awareness of the causes and trends of loss of life at sea.

During his workshop session, Keeling had the attendees divide up into their respective Maritime Rescue Coordination Center (MRCC) regions and assess the safety of life at sea in their area. While the conclusions were unverified, it appears that the loss of life at sea in the Caribbean Region is over 1,000 each year without considering the loss of life at sea by migrants. Many of these are believed to be U.S. boaters.

Despite the diversity of languages and cultures represented at the conference, there was a surprising communality of problems that became apparent once the delegates were divided into individual discussion groups. The



Jeff Mahl, DC-Id, USCG Auxiliary instructs Alex Hewitt-Jones of Virgin Island Search and Rescue on the use of the Centra system.

opportunity for the attendees to talk to each other, in most cases for the first time, was another outcome of the conference that fosters a regional approach to information sharing in the Caribbean.

Andy Whyte of the Royal National Lifeboat Institution and LTJG Theresa Grano, USCG, served as moderators for a very interactive and useful break-out discussion on the challenges of training SAR coxswains and crews. Among the problems common to all of the organizations were a lack of funding, a need for standardized training and the commitment of volunteers to undergo advanced training.

Solutions to funding problems ranged from lobbying influential government officials, exerting public and media pressure on local governments and seeking foreign aid from government organizations such as IMO, SOUTH-COM and USAID. Further, the integration of regional training centers was suggested as a means by which volunteers could gain access to advanced training without having to leave the Caribbean. The SAR models of the ILF and the USCG/USCG Auxiliary were also credited for their contribution to standardized training. Finally, the adoption of uniforms was thought by some to help foster a sense of achievement and self-worth among the volunteers.

CAPT Steve Sawyer, Chief, Search and Rescue, USCG, and Ms. Alex Hewitt-Jones of the Virgin Islands Search and Rescue conducted a workshop on the subject of mass casualty rescue operations. The delegates were asked to identify how their respective SAR organizations might respond to an overloaded ferry sinking in bad weather near nightfall within two miles of a hostile shore. Given the number of refugees regularly transiting the Caribbean, the scenario underscored the need for increased SAR capabilities and training in the region as well as a continuing regional exchange of ideas and experiences.

Dick Clinchy, Department Chief, Public Education, USCG Auxiliary, introduced the delegates to the need for preventative SAR and the availability of electronic boating courses, such as the Auxiliary's popular America's Boating Course (ABC). A key component is its adaptability to foreign languages and regional boating conditions. Commodore Dennis Lightbourn, Bahamas Air-Sea Rescue Association, Nassau, said ABC had already been modified for instruction specific to his country.

CAPT Barry Smith, International Programs, USCG, described the interaction between the delegates at the

Governments represented

- ANTIGUA & BARBUDA
- GRENADA
- SAINT VINCENT & THE GRENADINES
- AUSTRALIA
- JAMAICA
- BAHAMAS
- NETHERLANDS ANTILLES
- SOUTH AFRICA
- BARBADOS
- ARUBA
- TRINIDAD & TOBAGO
- BRITISH VIRGIN ISLANDS
- BONAIRE
- TURKS & CAICOS
- CANADA
- SABA
- UNITED KINGDOM
- COSTA RICA
- SAINT EUSTATIUS
- UNITED STATES
- DOMINICA
- SAINT MARTIN
- PUERTO RICO
- DOMINICAN REPUBLIC
- SAINT KITTS & NEVIS
- U.S. VIRGIN ISLANDS
- FRENCH WEST INDIES
- SAINT LUCIA
- MARTINIQUE
- SAINT MARTIN

conference in terms of a "multi-lateral international engagement." CAPT Smith will relieve CAPT David Hill, USCG as Chief Director of the USCG Auxiliary this summer. "You are doing wonderful things. You are doing international engagement at the best level possible. That's the word I'll take back when I go to Coast Guard Headquarters," he said.

As the conference drew to a close, CAPT Mark Kern, USCG from U. S. Southern Command, expressed his deep appreciation and support for the impressive efforts of COMO Tucker and the distinguished CSAR participants.

"Just recently, COMO Tucker and I had an opportunity to talk to some of the senior leadership at the U. S. Southern Command and to share with them what this conference is all about. They were totally blown away by everything you people do - and do so well!" 🇺🇸

2004 Caribbean Search



Conference attendees

and Rescue Conference



MESS DUTY

on the USCGC Kankakee

BY LANNY OAKES, FC, 89 D8E

I like to cook, which is good, because I like to eat. That's how I ended up on the USCGC *Kankakee* (WLR-75500).

The *Kankakee* is a 75-foot Class river buoy tender, commissioned in 1990, and homeported at Group Lower Mississippi River, Memphis, Tenn.

The cutter services the Lower Mississippi from mile 813 in the north to mile 683 in the south, as well as McKellar Lake. Her primary mission is maintaining and repairing the numerous aids to navigation located in its area of responsibility. The *Kankakee* can also serve as a search and rescue

platform, if need be.

The routine is one week in port, one week on the river. The normal river run is south past Tunica, MS and north to Caruthersville, MO. Of course sister ships are in and out of service too, so the *Kankakee* sometimes goes further north and south to cover.

The *Kankakee's* cook was due some leave, and with the Coast Guard stretched even thinner after 9/11, there was not a readily available food

service specialist to fill the slot.

I met with their regular cook, Chief Brady, earlier in the week. He showed me the galley, and we worked out the week's menus. At the time, this seemed like a blast. All I would have to do is cook for the crew, and in my spare time, I would be on the Mississippi River watching the *Kankakee* crew service the buoys, lights and dayboards that make up the Mississippi ATONs.

1945 SUNDAY, MARCH 14

I report aboard the *Kankakee* on Sunday night to familiarize myself with the cutter, and to avoid an early morn-



USCG Cutter Kankakee. Photos by Lanny Oakes



MK3 Zawaski, MK1 Grijalva, DC2 Noell and MK2 Morton in the mess.

ing drive on Monday. Several of the crew had done likewise, so I met some of those I would be feeding the next four days.

2045 Sunday, March 14

Reality sets in. Cooking for my wife and me is a snap compared to this. Tomorrow morning I do not have breakfast to cook since that is getting-under-way time. But dinner and supper for 12 hungry Coasties are staring me in the face (and that is just for Monday).

Tuesday through Thursday I'll have three meals times 12 crew members to prepare. The challenge seems simple: do what I usually do for my wife and me, then multiply it six times over. I tell myself to get some sleep. The vessel gets underway at 0600.

0415 Monday, March 15

Silly me: I brought an alarm clock and set it for 5:30 a.m. so I could watch the getting-underway procedures. The crew fired up the diesel generator, and

switched off the shore power at 0415. Of course that is the small diesel. When they fired up the two 1,000-hp. main engines, the whole cutter rumbles, groans and vibrates. Forget sleeping!

I go on deck and immediately find a place out of the way. All 10 (we will pick up the 11th crew member on Tuesday) of the crew are busy with getting underway. So many systems to set, adjust and monitor. After all, this is a self-contained village that must supply all the needs of the crew, the boat, and the mission.

By 0630 we are on the Mississippi just south of the "old" Memphis bridge. The engines slow, and suddenly the boat is quiet (or relatively so). On the bridge, Chief Frascella moves the boat into position, all the while keeping one eye on the computer-generated GPS superimposed river chart. His other eye is on the crew down on the barge deck, and somehow also keeps track of the *Kankakee's* movements.

Over the PA I hear a voice yell, "ready on deck!" Then I hear Chief

Frascella yell, "set it!" This is followed by a huge splash as a buoy and anchor goes over the side.

Crew accommodations are spartan by civilian standards, but not bad for military. Master Chief Rahilly gets the master's quarters, which includes a desk, locker, sink and two windows. He shares a head with two other chiefs. Everyone else bunks two to a room (twin bunks, a small desk, and even smaller locker/storage space).

Since Master Chief Rahilly is on leave this week, along with the cook, I get the master's quarters. I wonder if I'll get to keep this luxury suite after they sample my cooking!

Four really big cables lash the *Kankakee* to the 110-foot-long service barge. It has a lower deck full of equipment, parts and general storage.

Forward of the workshop on the middle third of the barge, inboard, is a metal rack with several rows of red and green buoys. Each buoy weighs 475 lbs. (can) or 485 lbs. (nun). Outboard on either side of the buoy racks are concrete anchors stacked three high. Each anchor weighs 1,500 lbs. The forward third of the barge contains a crane, the work area, and the buoy launch and retrieval area. It is a busy place.

Setting a buoy involves placing the concrete anchor on a spring loaded launch platform, placing a coil of cable (60 to 150 feet long) on top of the anchor, and placing the buoy beside the anchor. Then a crew signals the pilothouse "ready on deck." Upon the command "prepare to set" from the pilothouse, a crewmember plays out the cable. Two more lift the end of the buoy, and a fourth crewmember stands by with a foot on the launch lever of the anchor launcher.

When the pilothouse yells "set," buoy and anchor go over the side and the crew jumps back to avoid getting soaked.

Meanwhile, back in the galley, I've

SEE **MESS DUTY** PG. 24

MESS DUTY

continued from page 23

been fixing ribeye steaks, baked potatoes, green beans, and salad.

At 1100 here they come, and by 1130 there they go. Crew members wash their plates and utensils, grab a candy bar or some cookies, and head back to work. I wash the pots and pans, and load the plates and utensils into the sanitizer (or heavy-duty dishwasher.

They did not throw me overboard, so now I get to explore more of the ship, ask lots of questions and try to stay out of the way.

By 1430 I am back in the galley working on supper. Tacos and all the trimmings, refried beans, Spanish rice, and corn. Supper is ready at 1730 and served until all the crew eats. This is going on at the same time the *Kankakee* is pushing in for the night.

With about 30 minutes of light left the *Kankakee* looks for suitable overnight docking space. We need six feet of water as close to the bank as we can get it, and a couple of stout trees from which to cable off. She eases up to the bank with a crewman fore and aft yelling out depths (just like Mark Twain would have done).

The crew puts the barge nose into the bank, with tender stern out at about a 30-degree angle. The pilot house signals "barge spike down." A crewman releases the cable holding a square steel shaft about 50 feet long. The spike drops straight down to the muddy Mississippi bottom.

Cables off the bow and stern are then run ashore to trees, tightened down, and the *Kankakee* is secure for the night. With supper finished, the crew goes for ice cream floats and watches a little TV. I clean up the galley, then retire to the master's quarters for a hot shower and some reading.

The rack monster gets me quickly after the shower. Next thing I know the ship's lights have all gone red and there is a diesel generator humming away somewhere in the bowels of this river beast.

I turn over for what seems like just a minute, when a female voice says "Mr. Oakes, it's 0400. Chief Brady always wants us to get him up an hour before



SM Giles, SM Budzikm and SA Basler launch a buoy.



Chief Frascella at the helm of the *Kankakee*.

reveille so he can catch the early news. Do you want to get up now?"

The *Kankakee* is the only co-ed boat on the western rivers system. Four female Coast Guard personnel walk the decks of the *Kankakee*.

0400, TUESDAY, MARCH 16

I'm in the galley cooking bacon and sausage, getting a head start on frying

some eggs. Now for the pancake batter! The floor starts to vibrate (must have fired up the main engines). I must not forget to get the chicken and hamburger out of the deep freeze, and line up the other ingredients for dinner and supper.

0505 TUESDAY, MARCH 16

I'm wide-awake now, no time for that



Sunrise from the bridge of the *Kankakee*. Photos by Lanny Oakes

first cup of coffee. Two over easy, a short stack and some bacon (or was that sausage)? By 0530 the crew has been fed, and Chief Frascella is up in the pilot house giving orders to cast off from the shore. By 0600 the dishes are in the sanitizer, and the galley is clean. Now to plan dinner and supper.

I've got a couple of hours before I have to start dinner preparation, so I take a quick trip to the pilot house to see where we are.

Chief Frascella patiently answers my questions as he explains the ship's controls. Then he turns and says "Want to take her for a while?"

Suddenly I'm behind the wheel (or stick in this case). I place one hand on the tiller, and the other on the throttles. Wow, 200 feet of boat and barge and 2,000 horses at my command. She is very responsive and does exactly what I tell her to. If only I knew what

to tell her to do!

"Okay," Chief Frascella says, "run the reds, set up on that red buoy and line up the next one beyond it. Remember the stern will come around so you want to hold the line until the stern is clear (okay – a little close to the buoy, watch it!)"

Too late do I remember I have 200 feet of ship under me! The buoy passes the stern, but not before the cable is cut. Thank goodness the propellers have hardened steel leading edges!

"It happens all the time," he says, as he orders the barge deck crew to prepare to retrieve a stray. The chief brings the *Kankakee's* barge nose to station about four feet from the stray buoy (my stray buoy). A crewman lassos the stray, and it's winched aboard.

"You cut it, you get to set it!" says Chief Frascella. I take the helm, power down and start watching the

chart/GPS. Slowly the *Kankakee* icon moves back up to the buoy mark icon. When the two icons are together on the chart/GPS I yell through the mike to the barge crew "set it" and over the side it goes.

With that Chief Frascella suggests it's time for me to start dinner, so back to the galley I go!

The days pass quickly, and the nights even quicker. Sun up to sun down, set, retrieve, make cable harnesses, move buoys, move anchors, clean the ship, eat, tie up to shore, sleep, and start all over the next day.

I have a newfound respect for the crew of the *Kankakee*. They keep a section of the Mississippi River open to commerce and recreational boating. After spending four days on the river I have a greater understanding for how much river activity there is. What an adventure! 🌀

Coast Guard Auxiliary joins the jet age



Ready to depart – Aircraft commander “Buddy” Roberts, Aircraft owner Pat “Guts” Moran and two NASA security personnel prepare to depart.

BY ROBERT L. KORYCIAK
FSO-PA 6-12, 8CR

As the nation on Feb. 1, 2003, was just hearing the news of the tragic loss of the Space Shuttle Columbia and the crew of seven brave astronauts, telephone calls were quickly being made to locate aircraft and equipment to respond to the disaster.

One of those calls was to Coast Guard Auxiliary Flotilla 6-12 in Houston, Texas for the use of its aircraft.

One aircraft was especially suited to the task, belonging to the on-duty Auxiliary aviator for the day, Patrick J. Moran: his 1974 Cessna Citation CE-500 LW (long wing).

The plan was to have the Citation jet fly multiple trips to the search area because of its speed and load carrying capability. The first NASA security personnel arrived at the Air Station and boarded the aircraft. Coast Guard “Rescue 500EL” was airborne at 1430 to

Jacksonville, Texas Cherokee County Airport, the center of the search area.

The first flight proved tricky.

As soon as the Citation was clear of Ellington’s airspace, Houston Approach cleared “Rescue 500EL” for an unrestricted climb to the requested altitude of 16,500 feet and expedited the flight through Houston’s airspace.

As the flight neared the search area, it was handed off to Fort Worth Center. But the center had not gotten the message about the rescue flight.

After a brief period of confusion, George M. “Buddy” Roberts, the

Division 6 Air Operations Officer, was able to get Fort Worth to contact Southeast Air Defense Command and verify the proper clearances. The flight was instructed to contact “Roper 87” the coordinating military command aircraft. Unfortunately, the Citation does not have the military UHF capability.

Finally, Fort Worth Center was able to create a radio crosspatch from Rescue 500EL to “Roper 87” for final approach clearances.

Special cautions were in order, as a large cloud of debris was in the air between 9,000 and 16,000 feet, and approximately six F-16 and F-15 fighters, and two Air Force tankers, were acting as a combat air patrol over the search area. There also were additional sheriff and forestry aircraft in the area.

The Citation and crew landed at Cherokee County Airport only 35 minutes after departure from Houston’s Ellington Field, a distance of approximately 190 miles.

After handing off the NASA security



Mission planning – Robert Koryciak leans over map as he and John Edel, VFC, Doak McBryde, FSO, Chuck Horowitz, observer, and G.M. "Buddy" Roberts, Aircraft commander, study charts to determine usable airfields for the citation, based on the flight path of the *Columbia*.

personnel to agents of the Alcohol, Tobacco and Firearms, "Rescue 500EL" made an immediate departure back to Air Station Houston to prepare for additional transports.

The Citation is proving to be a welcomed asset for the Auxiliary.

The Citation's story began in 2002 when the Auxiliary took a progressive leap into the new century with national approval of the first turbojet aircraft offered for Coast Guard use.

It is the first turbojet aircraft cleared for Coast Guard use, and received final approval as an operational facility in October 2002.

The Citation enhances the mission readiness for complex assignments and transport missions, and is equipped with some of the most modern electronics available on the civilian market.

For example, the cockpit panel has two Garmin 430 color GPS/moving map communication radios, color weather radar, a Stormscope lightning detector, a back-up triple IFR GPS system and a radar altimeter. A marine band radio rounds out the onboard electronic equipment.

The aircraft is capable of carrying seven persons, at speeds of up to 340 knots, and has a range at high altitude of 1,200 miles, depending on the payload. This gives the Coast Guard an aircraft that can fly non-stop from Houston to Washington D.C., or direct from the West Coast (Los Angeles to Houston) in just over three hours.

Aside from emergencies such as the Shuttle disaster, the aircraft will be used for executive transport of Coast Guard administrative staff to different bases; something about which owner/operator Patrick Moran has a fair amount of experience.

In civilian operations, Moran's Citation has transported former Secretary of State Madeline Albright on a speaking tour of the country, and the Texas Comptroller, Carol Strayhorn, throughout Texas.

However, the unique ability for this aircraft, a quick dash out into Gulf of Mexico to find a lost boat, is a mission this bird is competent of handling.

Moran did just that with a mission in the summer of 2001, when he and his flight crew assisted with a medical evacuation 160 miles offshore of Sabine Pass in the Aerocommander.

The Citation Jet is literally in a class by itself. The Coast Guard had to create a new reimbursement structure, listing the Citation as a "Class 9" aircraft. The major benefit to the Coast Guard is that the Cessna Citation offers significant cost savings.

The Falcon jets that the Coast Guard uses cost approximately \$2,200 an hour to operate. Moran estimates that the cost to the Coast Guard for the use of the Citation will be about one quarter as much.

A special aircraft needs a special crew to do its duty.

George M. "Buddy" Roberts, the

Division 6 Air Operations Officer, will be in charge of training the second-in-command pilots. Roberts brings to the flotilla more than 35 years of flying experience from two tours of duty in Vietnam as an Air Force combat pilot, several years as a corporate Citation pilot, and has just recently retired from 17 years as a first officer for Continental Airlines, flying MD-80s.

Even though the aircraft is certified to operate under single-pilot rules, it will only be flown on Coast Guard missions with another IFR/Multi-engine pilot in the right seat that has been trained in the aircraft systems.

Coordinating training is Flotilla 6-12 Training Officer Dan Illerich's job. He brings extensive experience as a flight instructor into the mix. Illerich retired from flight instruction at Hobby Airport a few years ago. His aviation experiences go back to World War II, when, as a young USAF radio operator and top turret gunner, he was forced to bail out of a B-24 Liberator bomber over Borneo, after the aircraft was hit by gunfire from a Japanese battleship.

The person who makes this facility available is special in his own right.

Moran began his flying career while in high school. He is a commercial multi-engine-rated pilot with more than 1,800 hours of flight time, from April 1995, (when he decided to keep a record). He has flown a variety of high performance aircraft, including the L-39 Albatross, Pilatus PC-9 turboprop, the French Fouga Magistre, the F-4 Phantom, the British Hawker Hunter and even the Lockheed F-104 Starfighter.

Due to his friendship and international connections in Europe, he has flown with the Ukrainian Air Force on a number of occasions. He has experience flying some of the most advanced fighters to come out of the Russian Federation, including the MIG-21, 23, and 29, and the Sukhoi's SU-24, SU-25 and SU-27 UB.

When Moran is not flying for the Coast Guard, you might find him at his hanger at Hooks Airport, in Tomball, Texas, where the Citation shares space with his other Coast Guard-approved flying machine, a twin Aerocommander, and his "toys" (four ex-military T-34 trainers he leased to "Texas Air ACES" Air Combat School). 🌟



Training for disaster in a high mountain lake

ABOVE: Navy corpsman comes to the aid of simulated victims aboard the *Tahoe Queen*.

BY VICTOR BEELIK
SO-PB 11NR

A suspicious life jacket exploded on the main deck of the Lake Tahoe excursion boat, the *Tahoe Queen*. The explosion maimed and injured a number of passengers and filled the main deck with choking smoke.

This simulated disaster kicked off one of the largest emergency drills ever held on Lake Tahoe, a 240 square mile lake high in the mountains on the border between California and Nevada.

The focus of the drill, organized by BMC Raymond Holcombe, Commanding Officer and his crew of the U.S. Coast Guard Station on Tahoe, was aimed to exercise and

coordinate emergency action of more than a dozen government agencies from the State of California, the State of Nevada, four different counties, the U.S. Forest Service, the U.S. Coast Guard and the USCG Auxiliary, as well as the resources of the Naval Air Station in Fallon, NV.

Members of DIV. 11, 11NR, U.S. Coast Guard Auxiliary, participated in the exercise and engaged in training law enforcement agency personnel in navigation and search and rescue methods during the weeks before the drill.

Jack Leth, Flotilla 11-1, trained the crew of Washoe County Sheriff boat in the use of GPS and SAR procedures. Vic Beelik, Flotilla 11-4, instructed the

members of Tahoe Douglas Fire Department and the crew of the Douglas County Sheriff's patrol boat in the use of GPS and basic navigation.

The emergency drill was triggered by setting off a smoke generating machine on the main deck of the *Tahoe Queen*, a tour boat which was at that time located a few miles north of her south shore base. More than two dozen volunteers from local high schools and the Tahoe Community College acted as the injured, moaning and some of them hysterically screaming aboard the *Queen*.

Injuries were simulated by makeup applied to the victims which was so realistic that one of the first members of the Emergency Medical Team land-



Scene of the disaster training, the *Tahoe Queen*.

ing on the smoke filled deck and almost burst into tears exclaiming, “Oh my God! Oh my God!” Some of the victims had bad burns others had foreign objects implanted in their bodies from the force of the simulated explosion. One person even had his intestines exposed screaming, “Please help me! I’m going to die!”

The “explosion” prompted skipper/port captain Chris Gallup of the *Queen* to declare an emergency and called MAYDAY on the VHF emergency channel. Station Tahoe responded to the call and took control of the disaster exercise and dispatched one of their boats to the scene. Boats from other government agencies around the lake were put in motion to aid in rescuing victims.

Fire departments from Douglas County, Nevada were alerted and their boats with paramedics aboard depart-



Triage aboard the *Tahoe Queen*.



Rescue vessels race to simulated accidents on Lake Tahoe.

Participants hold a de-briefing following the simulated accident.



Rescuers help a "victim," earlier pulled from Lake Tahoe, ashore for medical evaluation.



TRAINING

continued from page 29

ed for the scene of the accident.

To complicate the situation the *Queen* lost its radio communication capability. This was rectified by the arrival of the first rescue boat which gave the *Queen* an emergency VHF transmitter. The On-the-Scene Command was taken over by the crew of the Coast Guard vessel soon after — her arrival on the scene. In the mean time, the South Tahoe Fire Chief established an Incident Command post on shore near an appropriate landing place for rescue boats evacuating the injured.

Members of the Coast Guard, dressed in survival suits, were put in the 50°F water of the lake to act as victims in the water. This provided a real life rescue situation for rescue boats and aircraft.

The injured on the *Tahoe Queen* were triaged by Dr. Al Jones, Flotilla 11-04. As the rescue boats arrived, the injured were evacuated, some on a



The smoky interior of the *Tahoe Queen* adds to the realism of the drill.

stretcher, others walking, onto the waiting sheriff and fire department boats. The fire was put under control by the crew of the *Queen* and aided by arriving members of fire department personnel

Through the whole exercise members of the Auxiliary, from Flotillas 11-1, 11-3 and 11-4, were acting as observers ready to intervene in case of any mishap or unsafe conduct.

Three sheriff and a U.S. Navy helicopter arrived on the scene to help with the rescue operation. The helicopters evacuated Coast Guard volunteers acting as victims from the water and from the *Tahoe Queen*. Victims swimming in the water were plucked from the frigid waters, with the aid of divers jumping in the water from the rescue choppers and hoisting the injured onto the aircraft.

The On-Shore Incident Command established a triage and first aid personnel dispatched the injured to the local hospital by ambulance and buses. Others were flown by medical evacuation helicopters to Carson City or Reno, Nevada, hospitals. ☸



Wounded were moved from ship to shore during the successful rescue drill.



Auxiliarists train members of local sheriffs boat crew in the use of basic navigation, GPS and SAR procedures.

The United States Coast Guard Auxiliary assists in education

Hands across the water

BY GLEDE HOLMAN
Flotilla 16-6 8WR

For most members of the US Coast Guard Auxiliary, the opportunity to interact with mariners from places other than North America is rather remote, but that is exactly what happened to the members of Flotilla 16-6 in Oklahoma City, Okla.

Song Gi Kim, an inspector with the Korean Maritime Police Agency, is a student pursuing a master's degree in criminal justice at Oklahoma City University. A recognized leader with great potential, Kim's educational experience at OCU has been fully funded by the Republic of Korea.

As part of his program of instruction, Kim needed to participate in an externship. After numerous "dead end" telephone calls, it appeared as though an aquatic-related law enforcement experience was not going to work out. After



Kim from South Korea - Song Gi Kim on patrol on the Mississippi River with The St. Louis Gateway Arch in the background. Photo by Len Schulte

all, what Coast Guard resources could be found in the middle of "landlocked" Oklahoma?

That is when District Commodore Diane Williams received a phone call.

Literally within minutes, Kim, his supervising professor, and a local Auxiliarist, who, luck would have it, is also a staff member at Oklahoma City University School of Law, participated

in a meeting to determine how the United States Coast Guard Auxiliary could be of assistance.

Since that initial meeting, Kim has participated in numerous training opportunities with both the silver and gold sides of the Coast Guard. There is nothing similar to American recreational boating in the Republic of Korea, so Kim did not have a great deal of famil-



"Kitty Cre" - Prior to getting underway Left to right: Len Schulte; Song Gi Kim; Diana Arisman; Robert Arisman; Kitty Nicolai. *Photo by Glede Holman*

ilarity with smaller vessels. Back home, his regular patrol vessel is a ship approximately 300 feet long. As a result, his first task was to participate in the Boating Safety Course.

To learn as much as possible about our organization, Kim has also taken the Auxiliary Administrative Procedures Course, and participated in Vessel Examiner training, successfully

completing the examination and assisting with inspections of over 30 vessels. At the time of this writing, Kim is studying the Good Mate Course and Introduction to Marine Safety and Environmental Protection.

Regarding operations, Kim crewed alongside Coxswain Kitty Nicolai and her crew aboard an Auxiliary facility detailed to support a multi-organization-

al waterborne task force under the command of MSO St. Louis during the opening ceremonies of the Lewis & Clark Bicentennial.

As a result, he was able to experience the excellent working relationship between the Auxiliary and the active duty Coast Guard.

On the gold side, Commander Greg Omernik, who will assume the duties of DIRAUX for 8WR this summer, took charge. With the assistance of several other Coast Guard officers, he arranged for Kim to visit Group Miami, Air Station Miami, and Air Station Clearwater.

Additionally, this visit to Florida afforded Kim the opportunity to participate in a Falcon LE Flight out of Miami and visit the Coast Guard Cutter *Farallon*. The close ties between the active Coast Guard and the Auxiliary were once again demonstrated as Auxiliary Aviation provided transportation between Miami and Clearwater.

Kim was due to graduate in May with a master's degree and then return home to the Republic of Korea. Kim's introduction to the Auxiliary, along with his visits with active Coast Guard units, opened his eyes to the excellent benefits gained from a strong cadre of volunteers.

When asked if there is a Korean counterpart to the Coast Guard Auxiliary, Kim smiled and quickly said, "Not yet." 🌀

Auxiliary connects State Boating Law Administrators with boating safety educators, advocates

BY ANTHONY A. LORENC
DVC-BS

The United States Coast Guard Auxiliary Public Education (PE) Department, in partnership with the Boating Department, has put in place a web-based server notification process for all boating safety educators.

The program encompasses not only the Auxiliary instructors but anyone dealing with recreational boating safety and the boating public, whether they are volunteer or commercial organizations.

The computerized approach will help the educators stay current with their respective states changing boating laws, as well as any other distributions, that a given BLA would like to share with their states recreational boating safety advocates. All the recreational boating safety advocate has to do is register on the Auxiliary website. On the other hand, all the BLA needs to do is to electronically

forward the information to the Auxiliary computer server and the Auxiliary will distribute it to those registered.

At the 2002 NASBLA (National Association of State Boating Law Administrators) Conference, a number of administrators brought to the Auxiliary's attention that some of our public education presentations were not entirely consistent with current state laws. It became obvious that there was a problem with information flow, despite every state having a web site with all the critical information.

The solution required two tools to remedy the distribution of information. Tool one is the Boating Law Administrator (BLA) server. Tool two is a server for the registration of the recipients of the BLA information. Both tools are simple and easy to use and, in the case of the BLAs, all that needs to be done is type in a message. For example; important information has been added to our web site. Please click on the url to get the

specifics, please incorporate this in your boating classes and hit the return key.

The USCGAUX list server will automatically forward the BLA's message to all registered participants. However, it's important to note that the recipients will not be able to send any messages back to the BLA.

Registration is very simple and all that the prospective recipient of the BLA distribution needs to do is go on line and type in the URL <http://www.cgaux.org> from there click on members deck and then again on departments. Once you have the listing of departments, click on E. Education. At this point you'll see a button for State Database Sign Up, click on it and here is where you will do your registration for your state(s), by clicking on "Go To Form."

Fill in the blanks and select the states about which you want to receive statutory/regulatory updates.

Since April, the system contains over 2,500 registrations.

Boaters with class

Boaters who have taken a boating safety class dramatically increase their odds of surviving a boating accident.

U.S. Coast Guard statistics confirm the importance of

boating education to boaters' survival. Approximately 80 percent of all reported fatalities occurred on boats where the operator had not received boating safety instruction.

HERE ARE JUST A FEW OF THE THINGS YOU CAN LEARN IN A BOATING CLASS:

- Knowing your boat
- Types of boats
- How to file a float plan
- Fueling and maintaining your boat
- Navigation rules
- Navigation lights
- Operating your boat safely
- Casting off and docking
- Anchoring
- Legal requirements
- What to do in emergencies

For more information on boating classes, call the Boating Safety Courseline at 1-800-336-BOAT (2628), or the U.S. Coast Guard Infoline at 1-800-368-5647. The U.S. Coast Guard Auxiliary and the United States Power Squadrons(r) also offer boating safety classes. Remember, You're in Command. Boat Safely!

- U.S. Coast Guard Office of Boating Safety

Reality check

Sometimes, knowing the cold, hard facts can help us. The U.S. Coast Guard hopes that the latest boating accident statistics will convince boaters of the need to boat more safely. We offer these facts in the hope of reducing the number of accidents and fatalities on the water.

U.S. COAST GUARD 2002 STATISTICS:

- Boating fatalities were up from 681 in 2001 to 750 in 2002, reversing a downward trend.
- 85 percent of persons who drowned in 2002 were not wearing their life jackets.
- Boating fatalities involving alcohol use rose to 39 percent in 2002, up from 34 percent the year before.
- Approximately 80 percent of all reported fatalities occurred on boats where the operator had not received boating safety instruction.
- 28 children, age 12 and under, lost their lives in 2002, compared to 26 children in 2001. Nearly 40 percent of the children who died in 2002 were not wearing life jackets.
- More adults between 30 to 39 years old died than any other age group, accounting for one fifth of the total fatalities.
- The most common boats involved in reported accidents include open motorboats (41 percent), personal watercraft (28 percent), and cabin motorboats (15 percent). Increases were seen in the number of reported fatalities involving open motorboats from 2001.
- An estimated 85 percent of all drowning-victim incidents involved boats less than 21 feet long. *[EDITOR'S NOTE: This statistic can be removed or added depending on the publication, i.e., type of boat featured]*

These facts show that accidents can and do happen, and that hundreds of boaters have lost their lives because they didn't wear their life jackets from the start of their trip. With today's lighter, more comfortable, and attractive life jackets, including inflatables, there's no reason not to wear one. Remember, You're in Command. Boat Safely!

- U.S. Coast Guard Office of Boating Safety

Up the odds you'll survive

Think you're safe enough when you head out on the water? Here's a quick checklist from the U.S. Coast Guard Office of Boating Safety of easy steps you can take to increase the odds you'll survive a boating mishap:

- Never boat alone
- Always file a float plan
- Carry a noise-producing device attached to your life jacket
- Wear a life jacket that has reflective tape or a mirror attached
- If you fall in the water, stay with your boat or a floating object, if at all possible
- In colder weather, wear as much warm clothing as possible, covering head, neck hands and feet (it's always a good idea to carry extra clothing regardless of the season)
- While afloat, do not attempt to swim unless it is to reach a fellow survivor or floating object
- Float as still as possible with legs together, elbows close to side and arms folded across the front of your life jacket
- Keep a positive attitude about your survival and rescue
- And remember always wear a life jacket!

U.S. Coast Guard statistics show that accidents can (and do) happen in a split second. Hundreds of boaters have died because they aren't wearing their life jackets from the start of their trip. With today's lighter, more comfortable, and attractive life jackets, including inflatables, there's no reason not to wear one. Remember, You're in Command. Boat Safely!

- U.S. Coast Guard Office of Boating Safety

Coast Guard future includes unmanned helos; and possibly Shelagh Bennett

BY DELBERT MCEWEN,
DSO-PN 11N

Unmanned search and rescue helicopters appear to be part of the U.S. Coast Guard's future, and that suits Shelagh Bennett of Riverbank, Calif., just fine.

The Beyer High School junior wants to focus on aviation and/or government if accepted into the U.S. Coast Guard Academy next year.

"I think it'd be a lot of fun, and I have always wanted to serve my country in some way," Bennett said after listening to the basic boating safety and AIM (Academy Introduction Mission) lecture.

She and her mother, Katie Bennett, were aboard the 378-foot U.S. Coast Guard Cutter *Sherman* (WHEC-720) as part of San Ramon Flotilla 12-91's annual Boats 'n' Kids kickoff in February. "I love boating and I like the water. It's fascinating to me," the younger Bennett said.

AIM is a one-week summer program for high school juniors interested in engineering and the Coast Guard.

LTJG Adam Koziatek of the USCG Cutter *Morganthau* (WHEC-722) grew up in a town nearly 30 minutes away from the New London, Conn.-based Coast Guard Academy. Aboard the *Sherman* to discuss AIM and the Academy, Koziatek told Ms. Bennett and the rest of the nearly 25 attendees seated in the *Sherman* ward room



Shelagh Bennett (left) and her mother listen while touring the USCG *Sherman*. Adam Koziatek LTJG, of the *Morganthau* (far left) led the tour

Photos by Victoria Hudson 12-91 D11N

about three ways to become involved with the Coast Guard: Auxiliary, reserve and active duty.

Active duty includes officers and enlisted personnel. Officers attend either the Academy or Officer Candidate School (OCS).

Lest anyone think of the Coast Guard Academy as an easy ride, he assured the attendees otherwise.

"It's up there with all the other military academies, West Point included. We do the exact same things. It's just

as hard," Koziatek said. "The AIM program helps those who are considering the academy to experience what academy life is like. It's not the 'wimp' academy."

And as far as watching favorite TV shows? Forget it.

"I didn't watch TV for four years," he added.

Excellent academic programs, a structured military regimen and competitive athletics await those entering the academy. Founded in 1876, the



From the left, David Kroening, LTJG, of the U.S. Coast Guard Cutter *Sherman* discusses event logistics with crew members Anthony Hendricks and Charles Froberg (both E52C) and Timothy Wellen, BM2.

Coast Guard Academy is the smallest of the five federal service academies, but one of the hardest to enter. Only 300 of the more than 6,000 applicants each year get accepted, the lieutenant said.

"It's the second-hardest college to get into, behind Harvard."

The first seven weeks of academy freshman life, what's known as 'Swab Summer,' starts in July.

An invigorating period of physical, military and leadership training, those weeks "are like boot camp," Koziatek explained. "The majority of people who leave, leave in the first couple of weeks of Swab Summer. The AIM program helps give you a taste of it."

Bennett and her mother initially learned about AIM and the Academy at a boat show held shortly before the Boats 'n' Kids event. Auxiliarist Stu



Aboard the USCG *Boutwell*, Shelagh Bennett (right) and her mother watch the SAR demonstration.

Langs with Flotilla 12-5 "was very helpful," Katie Bennett said. "He gave us a lot of information."

Besides being raised in a family of boaters, Ms. Bennett enjoys participating in a variety of activities. She is a member of Future Farmers of America (FFA) and is a shot put and discus athlete on her school track-and-field team in Modesto, Calif.

"I've always been independent, strong and never let anyone push me around," she said.

Her attitude will come in handy during AIM week and at the Academy, where competition to enter is strong. Applications must be received by Jan. 31 of the year prior to entrance into the Academy. AIM applications are accepted December through March.

For those students interested in more information on the U.S. Coast Guard Academy, call toll free (800) 883-8724. For an online visit, go to www.cga.edu



A whale of a time

BY GREGORY D. CLARK
BC-APB, National Press Corps

“NOW, set the LE Bill!”

These words evoke feelings of excitement mixed with danger and eminent risk. They are not words often associated with USCG Auxiliary. The LE Bill is the Law Enforcement policies, persons, and preparations set by the U.S. Coast Guard Active Duty Forces. Most associate it with maritime counter drugs, fisheries, alien migration, pollution, and safety violations.

While Auxiliarists are not officially assigned to support the ‘LE’ missions of the Coast Guard, they are not excluded from direct involvement in cases such as this one.

This year’s major whale event centered around efforts to free “Kingfisher,” off the shores of Florida. Kingfisher is the name given to the North Atlantic Right Whale by the USCG Cutter *Kingfisher* (WPB-87322), Mayport, FL. Kingfisher fell victim to fishing nets somewhere off the coast near Mayport in March 2004. Several agencies were set into action, working together to free the whale once a recreational boater spotted him.

Recognizing the situation, a boater immediately attempted to contact the USCG on VHF channel 16 for assistance. Don Lewis, NOAA Shipping Liaison, overheard the call and started the action to save the whale. Members from Florida Marine Resources Institute, the Center for Coastal Studies, NOAA-Fisheries and the New England Aquarium initially worked to successfully attach a VHF and satellite tracking tag to the entangled lines and gear.

Dr. Charlie Mayo, “Stormy,” director

of the Center for Coastal Studies (CCS), headed the project. The following day, the team decided to call on the United States Coast Guard to assist in the rescue efforts.

The process of disentangling a whale is always a dangerous project and Kingfisher was no different. The first day was the most productive as a few lines were removed, and the whale was better assessed for developing the overall plan.

As the whale continued to travel north, the Coast Guard transferred the task to assist from the *Kingfisher* to the USCGC *Yellowfin* (WPB 87319) based in Charleston, South Carolina. Commanding Officer, LT A. Brian Caudle was briefed on the situation and accepted the task at hand. As notoriety and press coverage grew, the associated risks and complexity of assisting became more precarious. Caudle briefed the crew on the potential hazards and limitations of the mission.

The *Yellowfin* departed Group Charleston for Georgetown. The following morning, radio and TV reporters appeared before sunrise. The deck on the fantail was cluttered with NOAA gear, an inflatable boat and motor, reporters, news teams and the members of the disentanglement team. The pilothouse was crammed with TV cameras and radio booms as the team discussed the expectations of the day with Caudle. Laptop computers were on every table and flat spot available and the ringing of cell phones was almost overwhelming.

Caudle set out the parameters of the mission. He made clear to the crew and visitors the risk assessments and operational guidelines that would be followed including who could be on

deck, safety gear, mustang-suits, underway rules, communications, and more. Caudle then requested that any unnecessary crew remain below.

The *Yellowfin* headed for the whale’s last known position. Everyone aboard stared out over the water in hopes to be the first to spot Kingfisher. Optimism turned to discouragement as the day progressed. NOAA’s satellite tracking center was having difficulty acquiring a signal and the true location was becoming increasingly uncertain. The disentanglement team positioned members on both the bow and the fantail to scan with VHF antennas as Caudle tuned the *Yellowfin*’s radio direction finding equipment. At the north end of the AOR, Caudle contacted Group Charleston for orders. Permission to continue the search beyond the standard range was given and the search continued.

As spirits were fading among the visitors and crew, a faint call on the VHF radio was heard on the bridge. “U.S. Coast Guard Cutter *Yellowfin*, this is Air 5...” Everyone’s hopes rose with the plane as the *Yellowfin* responded to the call. The spotter plane searched for the whale from its advantage point. An Auxiliarist onboard the *Yellowfin* acquired the plane on radar and the entangled whale was soon spotted 20 miles ahead.

However, the rising seas soon dampened the excitement of the discovery. The two- to-three foot seas had swelled to five feet with a decreasing period that made launching the small boat high risk. The concern was not capsizing or a man overboard but the risk of a disaster as the crew attempted to ‘notch’ the small boat.

Everyone expressed concern as sea conditions worsened. Alicia Windham-Reid and Dr. Mayo described how Kingfisher attacked the NOAA small boat in the Gulf Stream during their last encounter. Having already rammed into their inflatable boat, Kingfisher had then decided to catapult all three crew, boat and motor 10-20 feet in the air. As Stormy described the incident, Caudle’s expression revealed his concern.

The *Yellowfin* maneuvered into position maintaining a safe distance from the whale. With the whale off the stern



Dr. Charlie Mayo, from the Center of Coastal Studies, at the right in a NOAA boat, gets a close-up look at the tangled whale. Photo by Alicia Windham-Reid

and everyone hustling to determine if a small boat approach would be safe, the VHF radio rang out again. It was the secure channel 23A, “*Yellowfin*, Group Charleston...F18 down...” The pilothouse was silent.

Caudle made the pipe to warn that the ship was turning about. He then contacted the EPO and requested engineering status and fuel onboard. The *Yellowfin* steamed toward the downed F18. Although disheartened, the guests onboard accepted the *Yellowfin*’s first priority. In solemn compliance everyone stared in silence gazing from Kingfisher fading off the stern to the horizon and back again.

Soon the call to stand down sounded on the VHF. Coast Guard and Marine Corps assets closer to the F18 crash were responding.

Caudle gave the order for the small boat detail to man their stations and arrangements were made to transport two NOAA officials to the whale. The whale’s tracking equipment was assessed, then the appearance of the

whale’s health and ability to survive. Dr. Terri Rowles, NOAA Fisheries Chief Veterinarian onboard the *Yellowfin* recommended that a biopsy be secured using a bow and arrow.

The coxswain of *Yellowfin 1* and crewmember felt the fear of the moment as the whale surfaced behind them. Without warning, Kingfisher dove beneath their small boat - *Kingfisher*, having catapulted the NOAA small boat the day before added to their apprehension. Mission accomplished, the small boat returned alongside the *Yellowfin*. *Yellowfin 1* was ordered to return for a second biopsy. The results were encouraging. Kingfisher’s maneuvering and speed concurred with his ability to survive another day without being freed from the lines that bound him.

The *Yellowfin* returned to the dock and a large reception by CNN live. Caudle and the disentanglement team were debriefed under the bright spotlights and cameras before calling it a long day. Double watches were set

throughout the night as Caudle continued to maintain situational awareness for the ship as well as the valuable trailers and news equipment on the pier. The following morning the *Yellowfin* returned to Charleston leaving the whale and news teams to venture north.

Unfortunately, sea conditions did not improve. As Kingfisher rounded the treacherous waters off Cape Hatteras, the efforts to follow him were transferred to satellite tracking. He continued northward to Canada, maintaining a steady track until, just off the coast of Cape May, NJ an unfortunate encounter with a charter fishing boat resulted in the loss of the tracking device. Debriefing the captain of the fishing vessel later concurred with the erratic movements recorded by satellite ending the tracking of Kingfisher.

(A full chronological account of the whales tracking can be found on the web at <http://www.coastalstudies.org/rescue/kingfisher.htm>) 🌀



Attending the 2004 Caribbean Search and Rescue Conference in Miami were delegates from 26 countries. Hosted by the U.S. Coast Guard Auxiliary International Affairs Directorate, the U.S. Coast Guard and the U.S. Southern Command, it was attended by representatives from the USCG, USCG Auxiliary, Caribbean nations as well as representatives from other countries and international organizations. / **STORY ON PAGE 16**

Photo by Mel Borofsky, USCG Auxiliary

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