



Hawaii's District 14 has received three 23-foot SAFE Boats for search and rescue operations. Here, members of Flotilla 14-03-13 are shown underway for training exercises. *Photo by Tom Carroll*

STORY ON PAGE 27

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America's Volunteer Lifesavers®

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Navigator

SPECIAL REPORT:

AUXILIARISTS RESPOND TO KATRINA CATASTROPHE



- WINDS OF CHANGE
BLOW STRONG AT
NACON 2005
- PLAQUE OF
MERIT AWARDED
TO THREE
AUXILIARISTS



Navigator

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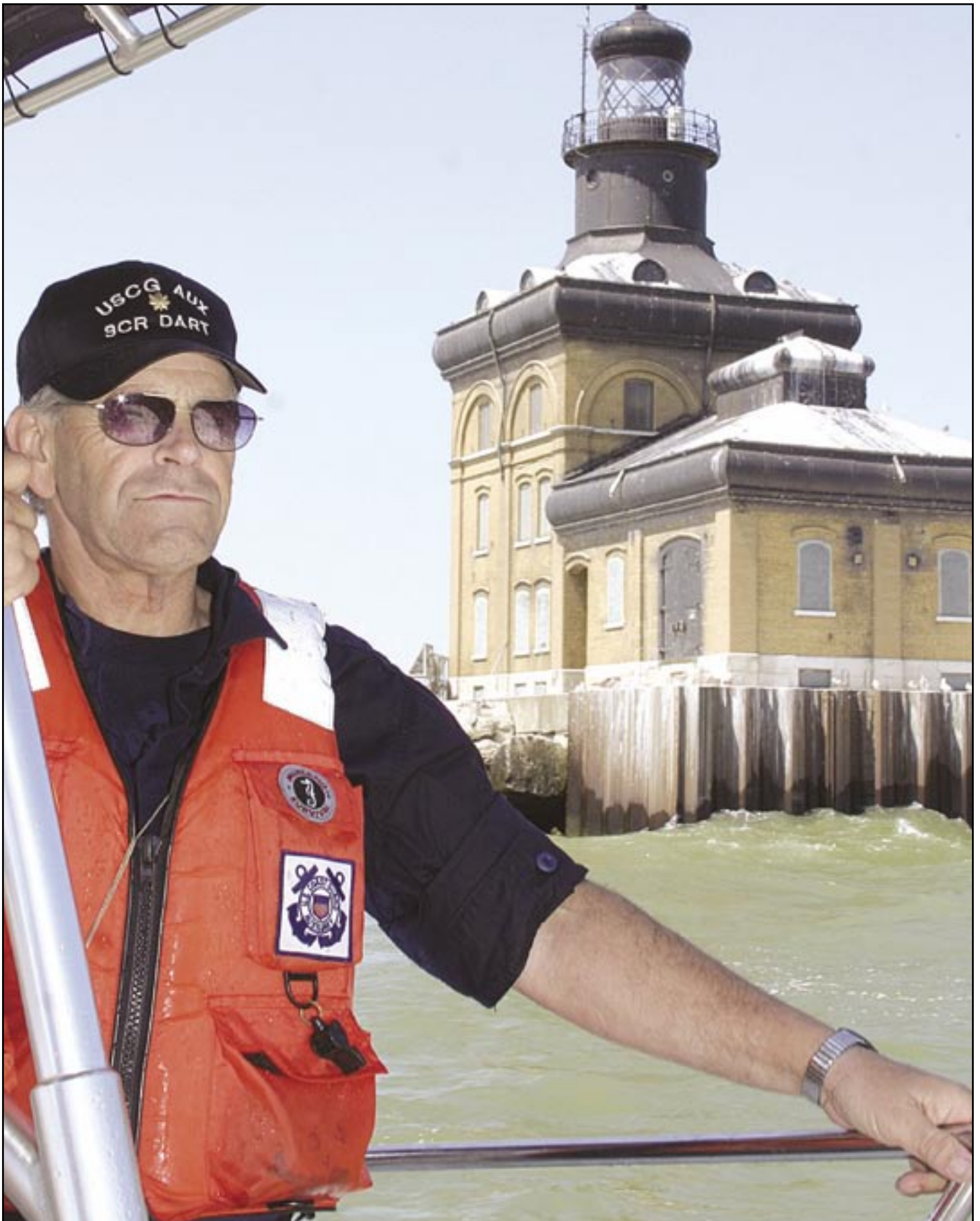
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ON THE COVER

VADM Thad Allen chats with Auxiliarist Mike Howell, VCF 081-04 at Station New Orleans. Howell rode out Hurricane Katrina on his facility, MAÑANA in New Orleans Harbor and provided essential power, communications and water from the vessel in the days after Katrina.



Hudson, Mich. City Manager Bruce Van Wieren patrols the water of Lake Erie near the Toledo Harbor Lighthouse on Saturday afternoon. Van Wieren volunteers on a deployable Auxiliary response team for the U.S. Coast Guard Auxiliary. *Pete Mowry / DAILY NEWS*



Auxiliarists Jeremiah Ray, Tom Shook and Terry Minton (left to right) proudly show their Plaque of Merit awards recognizing the three men's heroic efforts in saving the lives of a family during a storm. Photo by Ginger West

Three Auxiliarists Awarded Prestigious Plaque of Merit

HEROIC EFFORTS SAVE FAMILY AS STORM RAGES

BY JOE ENGEL, BC- AWD and PRJ - AWT

The Auxiliary Plaque of Merit is the second highest award in the Auxiliary. The official criteria are: "The Plaque of Merit is given to Auxiliarists in recognition of extreme skill in performing an assist or rescue that involves risk to the Auxiliarist's life."

The Plaque of Merit can only be awarded by a USCG flag officer. This is the story of three Auxiliarists who were recently awarded the plaque as a result of their rescue efforts saving a young family during a fierce storm in District 13.

Jeremiah Ray, Thomas Shook and Terry Minton are a team. Aboard Ray's Auxiliary facility they routinely patrol a large and strategic area of upper Puget Sound on the Pacific Coast of Washington State. On Saturday, Jan 15, Ray and Minton had already completed a seven-hour patrol of the area.



After already completing a seven-hour patrol of Puget Sound, Terry Minton, Jeremiah Ray (background) and Tom Shook were called out at night in a severe winter storm to rescue a family of three facing certain death aboard their stranded boat. *Photo by Debbie Engel*

AWARD

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The weather had been cold and cloudy with a severe winter storm predicted for that evening. But with Ray's long experience in his local area, he knew they would have their patrol completed and be secure and warm at home before it hit. Ray's 28-foot Auxiliary facility is equipped with a small heater and a good depth sounder, but has no GPS or Radar.

Towards the end of their patrol, Ray had noticed that the temperature was dropping, the wind was picking up and knew it was time to head for home. The intermittent rain had turned heavy and was mixed with snow.

Ray was warm at home when at 1900 his phone rang. It was USCG Group Seattle with an emergency. They had received a cellular telephone call from a small boat, aground out on the mud flats off of a local river, some 15 miles from Ray's moorage. The USCG reported that a family of three in a stranded boat was frightened and cold.

They had no lights, no heat, and a small child aboard.

By this time, the storm was full upon the area. Winds had reached 20 plus knots, with driving snow, sleet and hail and temperatures about 25 degrees. The USCG had no assets available and asked if Ray could respond. Ray immediately called his team, and Minton and Thomas Shook rushed to meet Ray at the boat.

Ray and his crew were underway at 1930. It was pitch dark and the visibility in the driving snow was down to about 200 yards. As his small heater struggled to cope with the sub-freezing temperatures, and as his crew scraped ice and soaped the windows to minimize the fogging and enable some visibility, Ray and crew clawed their way out into the dark night heading towards the estimated location of the frightened family.

Wind-driven waves were up to four feet in height and smashing across Ray's facility making for a slow and rough ride. USCG Seattle was calling regularly to report they were receiving



A very tired Terry Minton grabs a cookie in the galley of Jeremiah Ray's facility.

increasingly frantic cell-phone calls from the stricken vessel.

At one point, with visibility down to almost zero, crewman Shook went to the bow with a spotlight to lookout for dead-heads and crab-pot floats that were prevalent and nearly invisible in the dark.

After traveling in these conditions for two hours, they arrived at the area and although they could not see the grounded boat, they were able to establish direct cell phone contact with the family.

Using all of Ray's local area experience and by flashing their spotlight and patrol lights they were eventually able to work their way within visible contact. Now the challenge was working their way alongside in the shallow mud-flats.

With depths of just around three feet, Rays' facility was in peril of becoming grounded. If they were unable to reach the vessel, Ray and his crew had already agreed that they would stick it out throughout the night until the rising tide enabled them to get to the stranded vessel.

Fortunately Ray's knowledge and skill enabled them to reach the stranded

vessel. Once alongside they discovered their towing gear frozen to their own deck and the stranded vessel's anchor-line frozen to the anchor cleat. With hands numb from the cold, they were able to free their gear and cut away the stranded vessel's anchor line.

Moving the freezing family into the warmth of their own facility they struggled to drag the stranded vessel off of the mud flat. Ultimately successful, they were able to deliver the family and vessel to safe mooring at 2400. Ray and his crew then struggled back through the night to their home mooring, arriving at 0145 completing another seven hours of harrowing duty.

Ray commented: "All my life I have wanted to give something back to my country. On the night of the rescue there was never a moment's hesitation by any of us in spite of the obvious difficulties. I feel proud to have served with my heroic crew and to be recognized by the Auxiliary is the high point of my life."

For their heroic actions, Jeremiah Ray, Thomas Shook and Terry Minton are awarded the Auxiliary Plaque of Merit. 🌀

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Halfway Through, But Are We Halfway There?



COMMODORE
**GENE M.
SEIBERT**
NATIONAL
COMMODORE



It's hard to believe, but your National Executive Committee and most District Commodores are halfway through our respective watches. The halfway point is a good opportunity to pause, assess our progress, and see if we need to make any mid-course corrections.

Throughout the past year we have worked hard to understand our environment, identify the major drivers for change, develop realistic plans and programs, and communicate our shared vision to the membership.

I am reminded that great organizations don't just happen, they evolve from sound, visionary leadership, a willingness to change what needs to be changed, and the commitment to safeguard those guiding principles most critical to organizational success. I want to thank our district commodores for their constructive and proactive input to the process and particularly for having developed district plans and programs to support these initiatives.

Rather than go through a long list of individual tasks and specific accomplishments, I want to give you a high

level review of our progress, issues, challengers and lessons learned.


Overall, I think that we have made real progress in terms of organization and programs — we have reorganized and increased the efficiency of our staffs and we have integrated various elements of Maritime Domain Awareness into our cornerstone programs. Our National staff has been very productive — we have new courses (public education and member training), publications (e.g., the new Operations Policy Manual), communication initiatives, and have new standardization teams in place for aviation and surface operations.

Our training programs have become much more professional over the years and I am convinced that we have the right personnel at the national level to ensure that this will continue to be the case. Our Training Department is being radically reorganized with a heavy emphasis on developing distance learning. Content specialists from relevant departments will handle "in service" and more advanced training is being developed for a blended learning environment that uses both the traditional classroom and individual computers.

Likewise, our public education materials have improved dramatically. Pick up a copy of a 30-year-old Boating

ON THE WEB

You can go to the National Commodore's page at www.auxnaco.org for more information on the U.S. Coast Guard Auxiliary



Safety and Seamanship book and compare it with our present course offerings. The contents of the old book were certainly “fit for purpose” at the time, but our new texts are very much more attractive, polished, and competitive. We have developed a new partnership with McGraw Hill publishers that promise even better content and graphics.

At all levels of the organization, we have continued to provide excellent support to the Coast Guard, which I am sure will show up in the year-end statistics. Our district commodores have demonstrated real leadership in communicating our shared vision.

Perhaps first and foremost, we need to continue to focus on serving our membership. In simple terms, this means that we must communicate our priorities effectively, train members in our program areas, provide competitive materials to those who teach public education classes, empower our members to find attractive opportunities for volunteer service and, last but not least, work to simplify their Auxiliary experience.

We still need to work hard to increase the accuracy, quality, and timeliness of our communications. Communications remains a challenge for any organization that is widely scattered geographically without frequent face-to-face meetings.

It's not a simple matter to reach our membership — not all members (even

those who are very active in the programs) come to every meeting, memos from one staff level to another don't always get distributed, and there are limited opportunities for feedback to ensure that the message was received and understood. We are continuing to work on ways to increase the effectiveness of our communications.

Realistically, this means that we have to rely more on electronic technology and the content quality and ease of access have increased. We will continue to improve our Internet site — using improved software and enhancing content. We have added a National Commodore's Web site and a new electronic publication *On Course* that provides timely and authoritative guidance on issues of interest.

The requirement for increased security has led to a much more laborious process for enrolling new members. I fully support these measures, but recognize that there is little we can do to expedite the process. This said, we should redouble our efforts to make life simpler for our members on issues that we can control.

Reducing and simplifying the paperwork burden wherever possible is one of our priorities. We also need to increase the accuracy and timeliness of our AUXDATA system. Consider the 7030 (mission activity) form, for example. Believe it or not, this



National Commodore Gene Seibert tells attendees at this year's National Conference held at Orlando, Fla. that "We cannot change the wind, but we can adjust the sails. What will not change are our core values." Photo by Mel Borofsky

Winds of Change Blow Strong at NACON 2005

BY ROB WESTCOTT, BC-APA

In a previous column featured in *The Navigator*, National Commodore Gene Seibert recounted that "Change is inevitable, growth is optional." That statement, accompanied by the geography of sunny Orlando Fla., was the setting for this year's National Conference, where the theme was "Winds of Change."

Conducted against the backdrop of Hurricane Katrina, this year's conference attendees were mesmerized and somewhat distracted by the sheer amount of destruction that occurred some 500 miles away.

It was difficult, if not impossible, to conduct business as usual. Many

NACON attendees had friends, family and shipmates in the impacted areas. In addition to the regular agenda, key members of the National Executive Committee (NEXCOM) and the national staff developed Operation Life Ring program; to help ease the pain and suffering brought about by Katrina

(Ed. Note: see separate article on Operation Life Ring).

Unfortunately for the citizens in the Southeast part of our country, there was an eerie déjà vu between NACON 2005 and last year, because Mother Nature was once again wreaking havoc in the form of a hurricane.

Last year, the four hurricanes that coursed across Florida prompted FEMA to call upon the Coast Guard Auxiliary for assistance. A similar call came again this year for Auxiliarists to augment FEMA in the wake of Hurricane Katrina, one of the most

SEE **NACON** PG. 10

'People First' Themes N-Train 2006

In the spirit of accountability to the dedicated people who make up the Coast Guard Auxiliary membership and their responsibility for the public trust, the theme for N-Train 2006 will be *People First*.

"No other volunteer organization in the world attracts people with talent and dedication as does the U.S. Coast Guard Auxiliary. Selfless service and devotion to duty characterize the average Auxiliarist. This dedication must be mirrored by Coast Guard and Auxiliary leadership. We must provide the training and tools needed for our evolving missions," COMO Gene Seibert said in his National Commodore's Direction.

To increase the commitment to the Auxiliarist and the public boater, the District Staff Officers for Communications (DSO-CM), Computer Services (DSO-

CS), Public Affairs (DSO-PA), Publications (DSO-PB), Public Education (DSO-PE), Personnel Services (DSO-PS) and Marine Safety (DSO-MS) will attend the Coast Guard Auxiliary's National Training Conference (N-TRAIN) in St. Louis, Mo., Jan. 27 -29. Travel and logistics information will be provided to the selected DSOs through their district chain of leadership.

The meetings and training sessions throughout the week will focus on membership support services and internal and external communications that will enhance the members' knowledge and ability to participate in the missions of their choice.

The DSOs will be trained by Auxiliary National Staff and Coast Guard personnel and will bring techniques back to their districts for implementation.



NACON fun night included a visit from NEXCOM leaders sporting StarTrek Federation uniforms. Photo by Mel Borofsky

devastating natural disasters in our country's history.

Seibert's opening remarks were certainly fitting for the situation, as well as the future of the Coast Guard Auxiliary. "We cannot change the wind, but we can adjust the sails," said Seibert. "What will not change are our core values."

RECENT ACCOMPLISHMENTS AND KEY TASKS AHEAD

Seibert listed six major accomplishments by the Auxiliary in the past year.

- The creation at the National and District levels of "Strategic Business Plans" for the Auxiliary. "These, are living documents," he said, "thus having flexibility to respond to future changes."

- Parallel realignment by the Auxiliary to the sectorization of the Coast Guard.

- Continued momentum of "Operation Patriot Readiness," including "America's Waterway Watch" and the Caribbean initiatives.

- Creation and growth of the National Commodore's Web site.

- Significant improvement in external communications. At least one story on the Auxiliary is provided to the media every day.

- An agreement with McGraw Hill to publish Auxiliary public education textbooks, including the new "America's Boating Course."

Seibert also listed eight key tasks ahead for the Auxiliary. These include:

- The need to sustain momentum;
- The need to communicate our priorities;
- The need for member training;
- The need to simplify the lives of our members;
- The need to increase the accuracy of AUXDATA;
- The need to simplify our forms;
- The need to maintain balance (in our missions), which Seibert said is critical for our success; and,
- A stronger focus on key learning to the level of the flotilla member."

In summary, Seibert commented regarding the future of the Auxiliary, "Success is but a journey, not a destination. Each of you needs to listen, to



NADCO-MS Fred Gates delivers his report on the member services directorate. Photo by Mel Borofsky

learn and to lead."

MISSION BALANCE, EXCITING OPPORTUNITIES ARE THE KEYS TO SUCCESS FOR AUXILIARY FUTURE

RADM Dennis Sirois, Assistant Commandant for Operations, told Auxiliarists that the "Winds of Change" will create new and exciting opportunities for the Coast Guard Auxiliary.

Referring to the Auxiliary's core missions of public education, vessel safety checks and marine dealer visitations, Sirois stated, "Our Commandant challenges us to mission balance." Sirois also urged our members to not forget these historic and important missions of the Auxiliary.

"We are at a critical juncture of Coast Guard and Coast Guard Auxiliary history," said Sirois.

The Auxiliary will take on "roles in the Coast Guard not seen since World War II," he said. "Your help is needed for (the) change."

As examples of new Auxiliary roles, Sirois cited the Auxiliary prototype dive program, the paddlecraft program, and the need for Auxiliary assets in training Coast Guard helicopter crews for intercept missions.

SEVENTH DISTRICT COAST GUARD COMMANDER CALLS ON AUXILIARY TO BUILD "THAT CITY ON THE HILL"

At the opening ceremonies, RADM Brian Peterman, Seventh Coast Guard District Commander, welcomed Auxiliary members to the "Super Seventh" District. Referring to a January 1961 speech by then President-elect John F. Kennedy, Peterman called upon the Coast Guard Auxiliary to be "That City on the Hill," an organization in perilous times that had all the eyes of all people upon it.

"The future of the Coast Guard depends on the future of the Auxiliary," Peterman continued. "We could not do our job without the Auxiliary."

Furthermore, Peterman challenged the Auxiliary leaders at NACON to formulate "The Orlando Plan" to map the future of the Auxiliary, and thus become that "City on the Hill."

PRAISES FROM OUR CHDIRAUX

CAPT Barry Smith, Chief Director of the Auxiliary, sung the praises of Auxiliarists for their many accomplishments during the past year.

According to Smith, despite losing several thousand members last year (mainly due to those not wishing to complete Personal Security Information documentation) the Auxiliary did not lose operational capacity.

"As a result of the security process," Smith said, "we are becoming a more valuable part of the Department of Homeland Security and the Coast Guard."

Smith also praised Auxiliarists for their efforts in the aftermath of the 2004 hurricanes. Auxiliary contributions to the security operations for G-8 meeting in Georgia, as well as the political conventions in Boston and New York, as well as other events, were heartily commended.

"With winds of change bringing Sector alignment to the Coast Guard, Auxiliarists have demonstrated flexibility and patience," remarked Smith.

"America's Waterway Watch is going full bore," said Smith, noting that AWW is a necessary ingredient to keeping our country safe from harm.

Other programs drawing praises from the chief director included the Auxiliary's efforts in the International SAR (ISAR) competition, the Ombudsman

program (where Auxiliarists assist Coast Guard families), the Health Services Initiative, the work of the Videography Corps, operation of Coast Guard boats assigned to the Auxiliary, air and surface standardization teams, the pilot Auxiliary Dive Team in San Juan, Puerto Rico, as well as Auxiliary participation in the Boy Scout Jamboree.

Smith challenged Auxiliarists to continue to improve and grow the foundational programs of recreational boating safety and public education.

Further patience was urged as "we eventually try to go paperless." Smith went on to urge all new members, as well as seasoned veterans of the Auxiliary, to become competent in the use of computers.

Smith addressed four goals he had for the Auxiliary:

- Identification and resolution of fuel issues, which he cited as a priority.
- Good funding for catastrophic loss, which he again stated, had to be a priority.
- Working with regard to proposed legislative changes affecting the Auxiliary, which he stated, was a real need.
- The dive, paddle craft and commercial vessel training programs,

said Smith, were important new initiatives.

"The Auxiliary," Smith concluded, "is being seen as a model for other agencies, as shown by Congressional and other agency inquiries as to how we do things."

ADDRESS BY THE VICE COMMANDANT

VADM Terry Cross, in his address during the Saturday evening banquet, told Auxiliarists that the Auxiliary has become a "first line of defense" for our nation.

He cited Auxiliary involvement in America's Waterway Watch program, and spoke of how training by the Auxiliary gave the Captain of a tour boat the skills to recognize suspicious activity by a passenger and alert authorities in a timely manner. Authorities detained the man and found that he was an Al Qaeda operative who had tried to buy explosives in New York City.

"A Coast Guard Auxiliary boat," Cross said, "is more likely to see a problem than a regular Coast Guard boat because terrorists are less likely to recognize the Auxiliary boat for what it is."

SEE **NACON** PG. 12



Don Smutz, flotilla commander for Flotilla 16-07, helps out with the PFD demonstration held during this year's NACON. Photo by Mel Borofsky

NACON

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“We have never had a more professional or better Auxiliary than we have today,” commented Cross.

Cross cited four important accomplishments by the Auxiliary in the past year:

1. The re-writing of the Auxiliary Operations Policy Manual.
2. The establishment of the new Contingency Planner specialty.
3. The International Program, where PNACO Tucker was cited as a “Force Multiplier.”
4. The work by Auxiliarists at this year’s Boy Scout Jamboree where Auxiliarists assigned to duty there attended to over 500 Scouts that needed medical attention.

Cross went on to cite two Auxiliarists as examples of great service to our country. The first was Army PFC Kevin Wessel, a member of Flotilla 69 in Yaquina Bay, Ore., who gave his life in service to his county in Iraq in April 2005. Wessel was the first known Auxiliarist to be killed in military operations in Iraq.

Secondly, Cross cited Charles Greanoff, now 90 and a former National Commodore. Greanoff was applauded by Cross for 62 plus years of service to the Auxiliary. Greanoff joined the Auxiliary on Aug. 27, 1943 and was one of over 49,000 Auxiliarists who served during World War II.

Facing its present evolving mission and challenges, Cross concluded, “The



USCG VADM Terry Cross and National Commodore Gene Seibert pause for a photo on their way to the banquet reception. Photo by Mel Borofsky

Auxiliary has done an absolutely terrific job adjusting their sails to the winds of change.”

NEW RESOLUTIONS PASSED AT NACON

Four resolutions were brought before the assembly for adoption. Members of the National Executive Committee (NEXCOM) and the sitting District Commodores each have a voting privilege. All four resolutions were passed.

1. A new position within the Auxiliary was approved. The National Commodore will appoint a National Chief of Staff. This position will run concurrent to the term of the National Commodore. The insignia for this office will consist of two stars with a red “A”.

2. A new Auxiliary award is to be created. The “Auxiliary Legion of Merit” award with requirements to parallel the military award of the same name.

3. New, standardized District Standing Rules format and content has been adopted.

4. Optional guidelines will be made available for use within the Districts to facilitate District alignment to Coast Guard sectors.

For more details and photos from NACON 2005, including complete text and streaming video segments for keynote speeches, visit <http://team-coastguard.org/2005/NACON05/NACON05.htm> 🇺🇸

Ed Sweeney DC-Ad contributed to this article.

SEIBERT

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form was designed to simplify member input, so that a member might be able to fill out one form weekly or monthly. As the design for this form was worked out, more and more mission categories were added to be able to track the fine structure of our labors.

The result is that we have a one-page form that must be used for nearly all missions — entered separately — and it requires seven pages of instructions to explain how 113 separate mission categories should be recorded. Moreover, to report many of our missions requires that several forms be filled in. Rather than belabor this point, let me say that we need to fix it. We have a new 7029

“EZ form” in beta test and, once any bugs are discovered and fixed, we will replace the present system.

We are still working on a “commitment/accountability” system to match Coast Guard needs and Auxiliary unit targets. Our original task force recommended that we should not attempt to rush this through for this year and, instead, ensure that we “got it right.” I concurred with this recommendation and intend to see that we develop a viable system in the coming year.

Being at the helm for the past year has taught me that our organization has considerable inertia. It is more like piloting a supertanker — with a stopping distance measured in miles — than driving a runabout. And, while

all of us wish that changes in direction and speed could be made more rapidly, the bright side is that, once moving in the right direction, it will be easier for those who have the next watch to sustain our direction and momentum.

Based upon both topside and deckplate input, I believe that we have set the right course and are moving in the right direction.

I’m reminded of a quotation, “We cannot change the wind, but we can adjust the sails.”

Let’s keep the sails well trimmed as we steady on our new course and invest our efforts over the coming year to continue to implement our agreed upon changes.

Semper Paratus 🇺🇸

SPECIAL REPORT:

HURRICANE KATRINA

Katrina Rages in New Orleans Harbor



Coast Guard Petty Officer Adam Jenkins assists a child during rescue operations in New Orleans La. *Coast Guard photo*

Courage, Character and Caring ...

... Mark Auxiliary, Active
Duty Coast Guard Response
to Hurricane Katrina

BY ROB WESTCOTT

BC-APA National Press Corps

It has been said that the worst of times bring out the best and the worst in people.

Hurricane Katrina and its aftermath was certainly one of those times, and was described by Homeland Security Secretary Michael Chertoff on Sept. 3 as “probably the worst catastrophe, or set of catastrophes” in the history of the United States.

When a hurting nation needed heroes, the Auxiliary, Active Duty and Reserve components of the United States Coast Guard stepped forward, gave us a sense of pride, and a sense of hope.

In the pages ahead, you will be given but a small glimpse of these heroes. No book, let alone a magazine, could adequately chronicle all the acts of heroism and self-sacrifice done by those who proudly wear Coast Guard Blue.

You will instead see vignettes, verbal and pictorial snapshots, of what was the norm for the time. You will see Americans at their best, and in these pages they will be Auxiliarists.

You will see courage, as an Auxiliarist rides out



Flooded roadways can be seen as the Coast Guard conducts initial Hurricane Katrina damage assessment overflights. *Coast Guard photo by Petty Officer 2nd Class Kyle Niemi*

Hurricane Katrina on his facility, and then moors at Station New Orleans to provide electricity, potable water and communications. You will see it again, as Auxiliary aviators cut through winds and darkness and make a difference.

You will see character, when another Auxiliarist, who owns a marine telecommunications company, transformed his communications capabilities over to Coast Guard purposes, and facilitated Coast Guard rescue and supply flights into a devastated region.

You will see caring, as a flotilla embraces displaced children.

You will see Semper Paratus lived out to the fullest.

Where possible, these Auxiliarists tell their own stories, with this writer as their scribe. The work included support from a dedicated Public Affairs team, gathering information and photos, relaying them to this news desk.

Special thanks to Robert Nelson, DVC-AN and Karen Reisch, SO-PA and the entire National PA team. Division Captains Robert Parr and Bob Gibson were ready and patient sources of information, as well as courageous field leaders. Commodore Jim Vass and his Vice Commodore, Bill Crouch gave seasoned leadership to their District, and encouragement and assistance to those covering these incredible times 🇺🇸

Auxiliarist Rides Out Katrina

On Facility In New Orleans Harbor,
Then Powers Station New Orleans

**BY ROB WESTCOTT, BC-APA and
KAREN REISCH, SO-PA (4)**

Auxiliarist Mike Howell, VCP (4), did not have a lot of choice if he were to save his beloved home and Auxiliary Facility, MAÑANA. Hurricane Katrina was fast approaching, and MAÑANA, a 53' steel-hulled former Federal Conservation boat, could only do 8 to 10 knots with its single diesel engine.

Any thoughts of a flight up the Mississippi were quickly dismissed. Going into the river, Howell stated, "I would have been squished like a bug" (by the larger ships being tossed around by the hurricane).

With some old stout lines that had been given to him by the skipper of the CG Cutter BONITO, Howell secured MAÑANA to pilings and concrete structures in the open water of the Municipal Yacht Harbor, some 500 meters from Coast Guard Station New Orleans.

Secure in her moorings, the 53-ton behemoth of a facility and her skipper saw yacht after yacht break moorings, with many ricocheting off the facility's sturdy steel sides. MAÑANA remained unmoved, and her skipper chronicled the fury of the storm from her deck with his camera.

The former Vietnam War helicopter door gunner was not about to lose this fight with mother nature, and in the days ahead, he and MAÑANA

would make a vital difference to many. He also would be introduced by Sector New Orleans Coast Guard Commander, Captain Frank Paskewich to Admiral Thomas Collins, Coast Guard Commandant, as "Our Local Hero."

As Katrina's winds abated, Howell threaded MAÑANA through the harbor to Station New Orleans. The badly damaged station was without electricity for a time and without potable water. It had been flooded with six to seven feet of water during the storm, but its main concrete structure remained intact.

With the exception of minor cosmetic damage, including some bent one-inch steel rails, MAÑANA was unscathed from her brush with Katrina. Her generator was quickly



TOP: Auxiliarist Mike Howell on board MAÑANA at Station New Orleans. BOTTOM: Old Station New Orleans (with lighthouse on top) destroyed by Hurricane Katrina. Photo by Mike Howell



able to provide the Station with essential power, her radios with communications, and her 2,000 gallon potable water tank with badly needed water. Station New Orleans was back in business.

When Howell arrived at Station New Orleans, he was met by a skeleton crew left to safeguard the facility. Gradually, active duty personnel, having secured their families from harm's way, trickled in and began the process of righting the station and preparing for the thousands of rescues they would make in the ensuing days.

Rescues started immediately.

In the midst of it all, MAÑANA was their oasis, a haven where they could wash the grime off, secure freshly-washed uniforms, and take at least

HOWELL

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momentary respite. From her satellite dish, the watch at the Operations Center could catch CNN and weary troops could take their minds for a time off what they were seeing in the city by watching a football game.

MORE AUXILIARISTS JOIN THE EFFORT

As Tuesday morning dawned, other Auxiliarists began arriving at Station New Orleans to assist. According to Howell, from Flotilla 4-10 (Baton Rouge, LA) seven members: Auxiliarists Tom McKinstry, Tim Borskey, Terry Mills, Cleve Chandler, Lenny Cappel, Charles Dupuy and Steve Guillory responded, bringing with them two Auxiliary Facilities. With the sporadic gunfire and other violence in the city, Auxiliary patrols were limited to the waterfront, but there were many other ways the Auxiliarists could lend a hand at a station that was beginning to swell with Coast Guard manpower.

With communications a major challenge for operations, Auxiliarists from Flotillas 4-2, 4-10 and 4-11 pooled their resources and got underway with trucks and a camper. Gerald Schneider (4-11), Lenny Kappel, Ken Munson and Mike Baker (4-10) and his son Pat, and Bill Wellemeyer (4-2) traveled to the Leeville High Site and got it operational. They also brought a generator to the Leeville site and helped the U.S. Customs unit there get powered.

For 10 days, Auxiliarists Jim Umberger (4-8) and Bill Wellemeyer (4-2) worked long hours at the relocated Sector New Orleans Command Post in Alexandria, LA, with Umberger working 12-hour night shifts.

Back at Station New Orleans, Auxiliarists Ed Jackson (4-7) had arrived on Friday with his Jeep towing his facility. Speaking of his passage into the city, Jackson noted that he had to jump a levee with his jeep and boat in tow to make it into the Station. Noting a need for more potable water, he contacted his son-in-law, manager of a trucking company, and managed to get 6,000-gallon truckloads of potable



Auxiliary facility MAÑANA, owned by Mike Howell, moored at Station New Orleans after Katrina.

water delivered daily to the Station. With as many as 400 personnel at the Station now, by Auxiliarist Howell's estimate, the truckloads of water could not have started coming at a better time.

Auxiliarist Rand Henke (4-7) shared with those at Station New Orleans the health dangers of the post-hurricane environment and set up sanitary and hand washing stations and decontamination sites at Station New Orleans.

Auxiliarists Gerald Schneider (4-11), Bill Pritchard (4-3) and Erston and Karen Reisch (4-9) ran numerous "errands" for Station New Orleans, freeing other personnel for more important tasks. Flotilla 4-4 Auxiliarists C.F. Adams and Mike Brady also assisted as needed.

While all this was happening, local Auxiliarists and Flotilla 4-10 members Mike Baker, Bob Hazey, John Buie and Francis Guillory flew patrols over the Mississippi River, doing verifications of Aids to Navigation and looking for

oil pollution, fuel spills and other incidents. They also transported essential personnel as needed.

Auxiliarist Doug Depp (49) set up a rescue station on the north shore of Lake Pontchartrain on the Tchefuente River.

Auxiliarist Don Diven (42), unable to get out of his area due to fallen trees, kept a sharp eye on his neighborhood from his bicycle.

With the passage of time, other stories of service by Eighth Coastal Auxiliarists will surface. What will remain is the consistent theme of *Semper Paratus!*

LCDR Jeff Carter, Coast Guard Branch Chief for media relations described the contribution and character of the Auxiliarists responding to Katrina when he said, "I knew Auxiliarists were a special group of people, but I was surprised to discover just how selfless these volunteers really are. The Coast Guard is richer by their association and so am I." 🌀

Louisiana Flotilla Reaches Out to Smallest Katrina, Rita Victims

BY ROB WESTCOTT
BC-APA National Press Corps

When the levees broke and hundreds of Louisiana bayou children were displaced by the flood waters, members of Flotilla 47 (Terrebonne Parish, Louisiana) reached out to bring comfort and encouragement to the youngsters and their families.

Why, these children were asking, did the water come in and flood their homes? Why couldn't they go to school?

For this flotilla, it was just a part of an ongoing focus of reaching out to the children of the area.

Before this flotilla got involved with the children of their Parish, 20 to 30 children drowned on the area waterways per year. Thanks to the Public Education and Safety Patrol efforts of this flotilla, the number dropped to zero for 2005, according to flotilla member Joe Thomisee.

Now, these children needed words of assurance, and something to take their minds off the two storms they had endured.

With 15,000 bayou residents displaced by Hurricane Rita, The Civic Center at Houma, Louisiana became the hub of relief efforts in the Parish.

On Saturday, Oct. 1, Thomisee and his wife, Ethel, also a flotilla member, went to Civic Center with hundreds of Inky the Whale and Officer Snook coloring books. They also took along an ample supply of crayons donated by Walt Disney Co. at the request of Flotilla 45 (Sanford, Florida) Commander Sue Smith, a Disney



Auxiliarist Ethel Thomisee gives an "Inky the Whale" comic book to a child displaced by the hurricanes at the Houma Civic Center, Houma, La.

supervisor.

While the coloring books and crayons were eagerly snapped up by the children, that was only the beginning.

Auxiliarist Ethel Thomisee quickly became "Ma" to children looking for grandmotherly comfort. Thomisee, likewise, became "Pa." Native American kids, Cajun kids, kids of every race and creed reached out to these caring Auxiliarists and found comfort in their reassuring words and hugs.

As many families had returned to the bayou to begin the recovery and rebuilding process, this initial effort

was just the start of Flotilla 47's efforts to reach out to hundreds of Parish children. Flotilla 47 members plan on bringing Officer Snook and Inky to children in the area Head Starts and kindergartens, and through the generosity of the Auxiliary National Supply Center (and its Director, Randy Ernst) and Disney (through Flotilla 45), there will be plenty of materials available.

In the aftermath of Katrina and Rita, such non-traditional Auxiliary efforts are making a real difference in the storm-ravaged communities. "Ma" and "Pa" have reported for duty! 🌟

Auxiliarists Play Key Mission in Hurricane

BY ROB WESTCOTT

BC-APA National Press Corps

When key active-duty Coast Guard assets were damaged at critical junctures during and after hurricane Katrina hit the Gulf coast, Coast Guard Auxiliary members responded to the call for help with radio and boat assets, and the trained manpower to make the difference.

When the Coast Guard Air Training Center Mobile (AL) Operations Center lost their roof, and communications capabilities from the high hurricane winds on Monday, Aug. 29, a call was made to Auxiliarist Rene Stiegler, who is also owner of ShipCom LLC, a large marine communications service provider.

Stiegler prepared and provided ATC Mobile with a VHF radio, power supply and emergency antenna, establishing a communications link with ShipCom. Within the hour, Auxiliarist Stiegler and his engineer Mike Ramage had two ShipCom VHF receivers tuned to Coast Guard working frequencies and began communicating with Coast Guard aircraft traveling to ATC Mobile and from there to the areas affected by Katrina. Additionally, ShipCom tuned two transmitters to frequencies used by Communications Master Station Atlantic.

Hundreds of messages were relayed by Stiegler and Ramage. Coordinates of victims stranded on rooftops were relayed to rescue aircraft, and reports of their rescue were relayed back to the ATC Mobile command center. For three days, Stiegler and Ramage stood radio watch 24 hour per day, alternately taking short naps. Until late in the week, Stiegler said, the Auxiliarists, including John



New Orleans Municipal Yacht Harbor was more like a boat salvage yard after Katrina.

LaPointe, Palmore "Duke" Dupree and Jim Patterson and staff at ShipCom were the only communications available to the Coast Guard assets.

On Tuesday, Aug. 30, the day after Hurricane Katrina struck the Gulf Coast, Coast Guard Station Dauphin Island, located

on a barrier island in southwest Alabama, was the only operational facility on the western part of the Gulf. Operating under generator power, they found themselves with no immediately available boats at the station to provide for Search and Rescue.

Members of Flotilla 3-9 (Mobile, AL)

Role in Coast Guard Katrina Aftermath



Katrina. Photo by Mike Howell

were asked to bring a boat facility to the station to have available for SAR standby. Delmas Whatley and his daughter, Fairn Whatley, trailered Aux vessel 9580 (THE MERRY SUE), took it to STA Dauphin Island, and launched it for SAR standby. MERRY SUE was on standby until the

Station was able to launch its own boat.

On Sept. 3, Coast Guard communications in the Biloxi, Mississippi area were still limited, with no ground facilities available from Houston to Mobile. Members of local flotillas were called upon to send a boat facility to the Biloxi area to provide

communications relay for the Coast Guard active component. Flotilla 3-9 responded with Auxiliary facility ARGO. Daily patrols by Coast Guard 25-foot fast-boats were launched out of STA Dauphin Island, patrolling the Biloxi area, two hours away by water. Auxiliary Vessel ARGO, a facility within Flotilla 3-9, 8th Coastal Region, made its way onsite, (a six-hour journey) to provide assistance to these patrols by means of facilities, meals, rest and water. The ARGO was also available to provide emergency fuel for the Coast Guard assets, if necessary.

The Bay of Biloxi was closed to all pleasure boating and the ARGO was also tasked by local law enforcement to be watchful for boaters that were not allowed in the area and to report them to law enforcement officials.

Members of Auxiliary Flotilla 3-9 that assisted in this mission were: Roland Patterson, Ed Hollowell, Ken MacRae, Larry Patrick, John Sumrall, and Fairn Whatley.

ARGO remained on station until Sept. 6.

These are but a sampling of Coast Guard Auxiliary service during hurricane Katrina. Many, despite personal losses in the storm, continue to step forward.

Auxiliarist Lee Lechleidner of Pascagoula, Mississippi, despite losing his home in the storm and having his boat floated off his trailer by the flood waters, told his Division Captain, Bob Gibson, that he still had his boat and looked forward to putting it on the water to conduct patrols.

Coast Guard Auxiliary personnel and assets continue to assist in rescue and recovery efforts in the areas affected by this storm. 🌊



Auxiliarist Gary Johnson flew with AMT Jay Wright and LCDR Chuck Bell as part of their crew on an HH60 for hurricane Katrina rescue missions. Coast Guard Photo by Gary Johnson, USCGAUX

Coast Guard Auxiliary Aviators Quick to Respond on Katrina Missions

BY ROB WESTCOTT
BC-APA National Press Corps

Katrina was still in New Orleans when Coast Guard Auxiliary Aircraft Commander Buddy Roberts first got the call from Coast Guard Aviation Training Center Houston on Sunday, August 28.

There was a need for a video assessment of New Orleans, and a request

had been made by ABC News to allow one of their videographers to accompany the mission and film the damage and the Coast Guard in action.

After checking the weather (winds were still 60-70 mph over New Orleans) and his aircraft, Roberts picked up Coast Guard Active Duty Public Affairs Officer Adam Wine and the ABC photographer and headed for New Orleans.

As Roberts piloted his 02A Cessna (a military-surplused high-wing twin engine equivalent to the civilian 337 Skymaster) over the city, Roberts and his passengers could see that better than 50 percent of the city was flooded, and that the levees keeping the water out of the city had been breached by the storm in several places.

PAO Wine and the ABC photogra-

“It looked like an atomic blast without the heat or fire. You could smell the natural gas” (in the affected area)

Coast Guard Auxiliary Aircraft Commander Buddy Roberts



Active Duty Lieutenant Junior Grade Ben Norris and Reservist Lieutenant Commander Darren Moore in a Navion aircraft getting ready to fly a damage assessment patrol.

pher documented the damage, and rolled their cameras as Coast Guard helicopters extracted victims from the flooded city.

Two days later at midnight, Roberts again was called by Coast Guard ATC Houston.

This time it was to pick up two riverboat pilots from upstream Mississippi River locations and ferry them back to Navy New Orleans, where they would catch helicopter rides to Coast Guard Cutters in the Gulf of Mexico, and then be transferred to ships wishing to navigate Mississippi.

First was a stop in Conroe, Texas to pick up one riverboat pilot and then to Baton Rouge to pick up another. That was the easy part. Landing at Navy

New Orleans had to be done without benefit of lights, tower or electricity at the base. No problem for veteran pilot Roberts, the Auxiliary Aviation Liaison in Houston.

From New Orleans, it was on to Houma, Louisiana, where a Coast Guard rescue swimmer who had been on leave was stranded. With an Aids to Navigation specialist on board the plane, Roberts made best use of his air time with a survey of the Aids to Navigation from the South Main Pass of the Mississippi all the way to Navy New Orleans and a damage assessment of the river.

From there, it was on to transferring personnel to their duty station in Iberia, Louisiana before returning to

Houston.


Two more missions followed, moving personnel and equipment from base to base and serving as a photo platform.

Observing the Katrina damage, Roberts remarked, “It looked like an atomic blast without the heat or fire.”

“You could smell the natural gas” (in the affected area), he added.

From four flotillas in the Houston area alone, eight Auxiliary aircraft participated in the Katrina effort.

“To a person I have called out, they have responded,” said Roberts.

For Roberts, a Hurricane Andrew survivor and veteran pilot, it was but another opportunity to respond when his country called. 

Auxiliarists Reach Out To Boaters During National Safe Boating Week

Thousands of Adults, Children Hear 'Wear It!' Message

BY HARRIET HOWARD
DVC-AS

Even as recreational boating has grown to become one of our nation's most popular pastimes, the number of boating fatalities has decreased over the last decade.

In President George Bush's National Safe Boating Week Proclamation, issued on May 19, he urged "... all Americans to learn more about safe boating practices, wear life jackets, take advantage of boating safety programs throughout the year..."

The U.S. Coast Guard Auxiliary reached out to the boating public during National Safe Boating Week, held May 21-27. Here are some of the highlights of activities.



AUX Steve Rogers teaches proper flare lighting technique during a safety training session held at Sacramento, Calif. Photo by Ed Sweeney DC-ADC



AUX Steve Rogers coaches a boater how to keep the fire extinguisher aimed toward the base of the fire.



The result of proper technique is an extinguished fire. Photos by Ed Sweeney DC-ADC

1NR: “Coast Guard Auxiliary Night at the POPS” has become an annual NSBW event in Boston. This year, 47 Auxiliarists in uniform, met with conductor Bruce Hangen after the concert for photos.

1SR: CG Station Sandy Hook held an open house featuring a simulated helo rescue and a demonstration by bomb-sniffing and drug-sniffing dogs. Flotilla 13-06 was awarded the Kitty Shannon Trophy for the flotilla producing the most VSCs (235), during NSBW.

5NR: A “National Safe Boating Day” was held at Penn’s Landing, Philadelphia, with over 1,500 persons attending. Coast Guard Station Atlantic City gave a search and rescue demo, the crew of the USCGC WILLIAM TATE led tours of their vessel.

5SR: In North Carolina, Dare County Attorney, Tom Johnson, Division 16 Captain, spoke about the importance of NSBW and read the proclamation from the Board of Commissioners at their meeting.

D-7: Auxiliarists and U.S. Power Squadron members teamed up for VSCs and information booths.

8ER: Thanks to the efforts of Auxiliarists Bill Mason, Fran Carpenter and Bill Husfield, a “Safe Boating Week Resolution” passed by Congress recognizing the Coast Guard and the Auxiliary and their role in promoting National Safe Boating Week.

8CR: Flotillas in the New Orleans

SEE **NBSW** PG. 26



District 13's John Hillbrand, Flotilla 78, teaches a water safety class to a group of youngsters. *Photo by Debbie Engel*

NBSW

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area joined together to do VSCs and distribute safety information to the boating public. In Mississippi, Flotilla 86 participated in a multi-agency safety fair in Aberdeen.

8WR: Auxiliarists in Illinois, Iowa and Missouri teamed up with Hardee's Restaurants and passed out PFD Panda Awards and coupons for Hardee's menu items to children wearing their life jackets.

9ER: VSCs were performed at the Lilac Festival in Rochester, N.Y. and Auxiliarists participated in the "Discover Boating Tour." In Cleveland, Ohio, Channel 8 interviewed Division 7 Auxiliarists on National Safe Boating Week and "You're in Command."

9CR: In Michigan, Flotilla 17-06 held a VE Blitz on the Grand River, Flotilla 17-04 promoted the Auxiliary's safe boating programs at Coldwater Lake and Flotilla 17-7 did VSCs at Wamper's

Lake. Flotilla 17-05 participated in the Rose Parade.

9WR: VSC Blitzes were held at all of Chicago's harbors as well as Hammond, Ind. and Chicago River locations. Activities were held at the Evanston, Winnetka and Highland Park boat ramps on the North Shore and at the Waukegan and North Point marinas.

11NR: NSBW was a big attraction for the media as live and taped interviews with Auxiliarists were on NBC Channel 11 from CG Station Golden Gate. Telemundo and Univision taped interviews on boating safety in Spanish with Ivan Quijano, Flotilla 19 Commander. Division 8 held a "Blessing of the Fleet."

11SR: NSBW and Armed Forces Day events were also combined on May 21. Division 13 members took part in the annual parade in Torrance, Calif. San Diego's Division 16's "Beach and Boat Fair" featured a kayak fishing tournament.

D-13: In Brookings, Oregon, the kickoff to NSBW and the start of salmon fishing were concurrent. In Washington, Flotilla 17 stood watch at the Anacortes Waterfront Festival and Flotilla 38 served at the Olympia Wooden Boat Show. In Kalama, Flotilla 71 conducted VSCs in the freezing rain at the ramp at Grove Park, on the Columbia River.

D-14: In Hawaii, in Waipo, a strolling "rainbow fish" attracted a lot of attention. In Guam, boating safety exhibits were set up, including a fireboat and a personal watercraft (PWC) display. On Saipan, Auxiliarists staffed a booth and conducted VSCs at the Garapan Fishing Base. In Guam, a "Blessing of the Fleet" took place.

D-17: In Juneau, the Auxiliary facility NOREEN KAY, the CG Cutter LIBERTY and one of Station Juneau's small boats, were available for public inspection. Auxiliarists were at the Elmendorf Air Force Base May 26, talking boating safety to over 100 civilians and military personnel. 🌀

Hawaii's District 14 Gets SAFE Boats For Patrols

BY MAXINE CAVANAUGH
DSO-PA D-14

Clouds stacked up over the Koolau Mountains, but a couple of miles off Waikiki only a few puffs appeared as the two 23' SAFE Boats passed the last buoy and headed toward their rendezvous with the H-65 Dolphin Helicopter from Coast Guard Air Station Barbers Point.

Leaving the placid waters of Honolulu Harbor behind we encountered 2-3 foot swells in an ink-blue Pacific as we approached the "H" Buoy.

Our SAFE Boats are on their first operational

mission. Only about half of us had ever worked "Helo Ops" and then usually with private facilities. This is a first for all of us on the SAFE Boats. With the SAFE Boats there will be no sailing masts or high antennae to dodge as the helo goes through its maneuvers.

"We are really excited to get the SAFE Boats," stated Operations Training Officer CWO2 Thomas Carroll. "They will be great assets to Auxiliary operations."

SEE **HAWAII** PG. 28



The crew of SAFE Boat 57 heads out from Honolulu for a rendezvous with an H-65 Dolphin helicopter for a day of training. Photo by Maxine Cavanaugh



Crewmembers prepare to receive the rescue basket. Photo by Maxine Cavanaugh



AUX Bonnie Merhib prepares to retrieve Oscar the training dummy during a man overboard exercise. Photo by Maxine Cavanaugh



An H-65 Dolphin lowers a rescue basket to crewmembers of Boat 57. Photo by Maxine Cavanaugh

HAWAII

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TRAINING AND FAMILIARIZATION

Earlier this year District 14 received three 23' SAFE Boats, also designated as Utility Boat Light (UTL), for use by the Auxiliary. District 14 is the second district to receive these unsinkable, self bailing boats with the solid foam collar over an airtight aluminum hull. They come with a complete outfit of electronic equipment including GPS, radar, and depth finder.

Unlike other SAFE Boats which are

equipped with an enclosed isolated full cabin to protect from the elements, District 14's Auxiliary SAFE Boats will soon be outfitted with Bimini tops over the console to shade the crew from the Hawaiian sun and rain.

These 23' SAFE Boats can achieve a speed of more than 40 knots. They are completely trailerable and can be transported to any ramp on the individual islands in a faster time than it would take for an active duty vessel to travel from the local Coast Guard unit.

Following their arrival at Integrated Support Command (ISC) in Honolulu the SAFE Boats underwent an inten-

sive preparation over several weeks' time until they were finally ready through the diligent assistance of Auxiliarists William Sheeder and William Spurlock.

Sheeder and Spurlock were instrumental in verifying all the boats' and trailers' equipment and spare parts. At present two of the three SAFE Boats will be assigned to the Island of Oahu, one for the windward side of the island and one on the leeward side. The third one is slated to go to Kailua Kona on the Island of Hawaii.

Familiarization with the SAFE Boat equipment as well as operation of the



Crewmembers head back to base after a successful operation. *Photo by Maxine Cavanaugh*

SAFE Boats requires a higher level of expertise than the normal coxswain and crew qualifications. Some physical requirements also must be met—some modified push ups, specified walking or swimming distances within certain time frames. Neighbor-island crews from Division 3 from Maui and Hawaii were the first to train and get certified. Then Division 1 crews had their turn.

The classroom training with boat nomenclature and safety issues came first. Procedures for Man Overboard PIW, towing and turning were covered along with passing of the P-1 pump in which two crewmembers, together,

had to carry a P-1 pump 25 feet without setting it down. Coxswain Robert Deal, from Kona, a recently retired submarine skipper, provided excellent classroom training for the SAFE Boat's installed radar.

Following the classroom sessions everyone got to practice on the actual equipment on the boats and familiarized themselves with the rest of the boats' outfit and electronics packages. Everyone also participated in the pre-underway check off, a standard procedure before getting underway at any time. Before it was over all potential SAFE Boat crew members had to pass

the physical requirements by completing a set number of modified pushups, and either walking or swimming a prescribed distance within a specified time.

Included in the training was a pyrotechnics exercise that emphasized the importance of having dry visual distress signals (VDS) flares as they practiced with the handheld red flares. The difference between standard CG approved VDS and SOLAS VDS was noted. The SOLAS flares proving to be more reliable, much brighter, and very easy to operate—unlike the standard CG approved non-SOLAS pyrotechnics. 🚢



The arena at Fort A.P. Hill, Va. was packed on Wednesday evening anticipating the arrival of President George Bush. *Photo by OS3 Kevin Fromherz*



A total of 127 CG active duty, reservists, civilians and Auxiliary participated in the joint Coast Guard Task force for the Jamboree. *Photo by AUX Bruce Rogerson*

Auxiliary Supports Boy Scout Jamboree



AUX Dee Watt introduced Scouts to Coastie the Safety Boat. *Photo by Nick Tarlson*

BY NICK TARLSON, DC-A

It isn't every day that over 50 Auxiliarists from all over the country get together to support a national event with over 43,000 participants. But that's exactly what happened this summer at the 2005 Boy Scout Jamboree at Fort A.P. Hill, Va.

Auxiliarists from all over the country answered the call by converging on the Jamboree, filling a number of positions on the Jamboree staff. These included a variety of exhibits featuring recreational boating safety as well as a wide cross-section of Coast Guard missions, recruiting for the Coast Guard and Academy, Merit Badge Midway, and support functions.

SEE **JAMBOREE** PG. 32

JAMBOREE

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The Auxiliarists were part of a larger contingent of 127 Jamboree staff representing the Coast Guard, including active duty and reserve officers and enlisted personnel, Academy Cadets, reservists, and civilian employees. This task force included a great deal of diversity in both culture and work experience.

The task force commander authorized its members to wear their Boy Scout rank on the Coast Guard uniform. Most of the task force had been in scouting and over half of the contingent were Eagle Scouts. Many Scouts and Scout leaders at the Jamboree noted and complimented the task force members on wearing the Boy Scout insignia on their uniforms for this unique event.

The Coast Guard exhibits were showcased by two trailered 25' Defender Class SAFE boats. Scouts were allowed to climb aboard and learn how these relatively new vessels are used by the Coast Guard to secure our country's ports and harbors.

One of the SAFE boats was from TRACEN Yorktown's Boat Forces Center. This school is responsible for national training of Coast Guard personnel in the use of standard boats such as the 41' Utility Boats and SAFE boats.

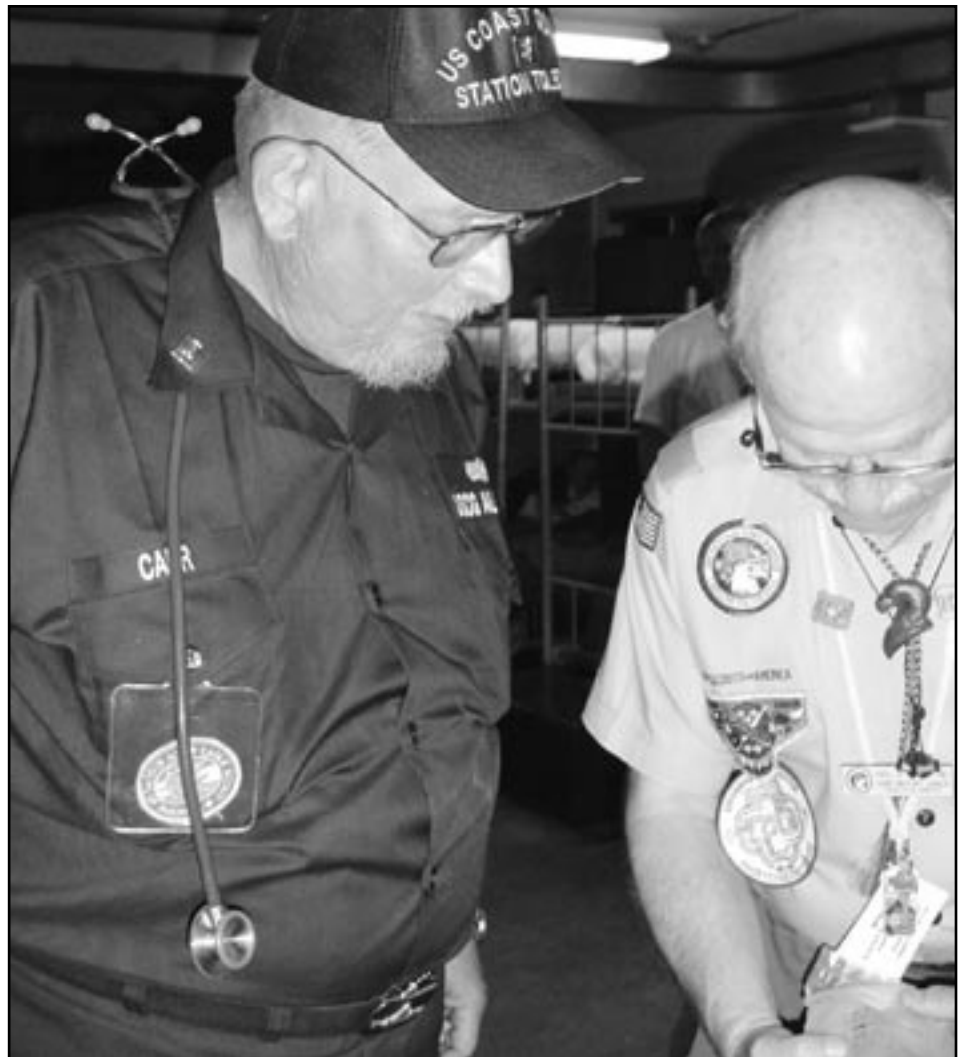
"We have a number of Auxiliarists who support us at the Boat Forces Center and at the National Search and Rescue School," pointed out CDR Tim Quiram, Training Officer of TRACEN Yorktown. "The fact they joined us here at Fort A.P. Hill underscores their commitment and dedication."

Other Coast Guard exhibits included a model of a buoy tender, a commercial fishing vessel stability simulator, a "judgment shoot" law enforcement simulator and a display explaining the Coast Guard's Deepwater Program. Auxiliarist Dee Watt of Huntsville, Ala. was a familiar face at the Deepwater Program exhibit, which displayed the vast array of high endurance vessels which have been the focus of congressional funding efforts. Dee knew little about the Deepwater Program before the Jamboree.

"I was impressed by what I learned



AUX Jessie Owens and AUX Bruce Rogerson share marine safety ideas with Scouts at the Sea Partners exhibit. Photo by Nick Tarlson



AUX Mike Carr consults with the Jamboree's chief physician concerning patient care. Photo by Nick Tarlson



Scouts learn about the Coast Guard's ATON missions. Photo by Nick Tarlson



SAFE boats were a big hit with Scouts. Photo by AUX Bill Mertz

about the integration of its high tech systems and stealth radar communications," Dee said, "the Scouts were impressed, also...they yelled 'Coast Guard rocks'" as they walked by the exhibit toward the end of the jamboree."

Boy Scouts are excellent candidates for military service. Accordingly, Coast Guard Recruiting, Academy, and Academy Introduction Mission (AIM) were prominent among the displays. Recruiting sponsored a competitive event, including throwing a life ring at a target. The Scouts who completed the tasks received a commemorative Coast Guard Jamboree patch. With the many patches being traded, these patches were viewed as more valuable than cash prizes.

According to some, the Boy Scouts was the first environmental activist program, so the Sea Partners environmental outreach display was quite popular. Auxiliarist Bruce Rogerson of Fort Bragg, Calif. was ever present at the exhibit, demonstrating the harmful effects of water pollution using a diorama display.

"The Sea Partners Exhibit with its miniature community complete with water, sandy beaches, a marina and more, attracted a lot of Scouts to stop by. Maybe it was the heat and humidity, but they could not resist playing with the tiny marina boats and getting their hands in the water," he said.

The Auxiliary exhibit featured a combination of America's Waterway Watch, You're in Command, and Academy Introduction Mission (AIM) messages. Coastie the Safety Boat was a prominent feature on the promenade adjacent to the Coast Guard exhibits. "The boys loved little ol' Coastie," said Dee in her best Southern drawl. Coastie was exceptionally popular on the hot days as his water cannon provided the Scouts with a welcome squirt of cooling water.

Many Auxiliarists worked the Merit Badge Midway. The Midway was a vast field of tents with stations for virtually any one of the hundreds of merit badges earned by Boy Scouts. On Merit Badge Midway, the Auxiliarists volunteered to coach the



The 25-foot Defender class SAFE Boats were sponsored by TRACEN Yorktown's Boat Forces Center. *Photo by AUX Bill Mertz*

JAMBOREE

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Canoeing, Lifesaving, Swimming, Auto Mechanics, Environmental Science, Rowing, Motorboating, Oceanography, and Sailing Merit Badges.

Two Auxiliarists had special responsibilities as team leaders for the entire Coast Guard contingent.

Bill Reisa of Bedford, Ind. had primary responsibility for organizing and coordinating all of the personnel assigned to the Sea Services Exhibits, whether active duty, reserve, or Auxiliary. Ben Chappell of Richmond, Va. was responsible for all personnel assigned to the Merit Badge Midway. The selection of these capable individuals to coordinate Coast Guard Forces personnel was a compliment to their ability as well as the image of the Auxiliary as a whole as a resource for leadership and management of events like the Jamboree.

The beginning of the Jamboree was

characterized by exceptionally high temperatures. President Bush was to assist in the formal opening ceremony on July 27. However, as the youth collected in the arena, it soon became apparent that conditions were not going to cooperate. The extreme heat took its toll on the participants, and before long hundreds of Scouts and their leaders were suffering from heat exhaustion. Coast Guard personnel were already assigned to be stretcher bearers, but they were soon overwhelmed with the volume of patients. The most extreme victims were evacuated by helicopter, but hundreds were loaded on buses and transported to the camp's central medical facility, which was adjacent to the Coast Guard barracks.

When it became apparent that the medical facility could not accommodate all of the casualties, a vacant barracks was converted to a makeshift hospital ward. Dozens of military personnel, most from the Coast

Guard, staffed the hospital, setting the patients up with intravenous water and monitoring their vital signs.

With so many Coast Guard personnel involved in the Jamboree, certain support services were essential. Several vans were used to transport personnel from the barracks to the work area. A central radio station was established in the top floor of the barracks to coordinate the transportation. These activities were staffed by Auxiliarists. The voice of "Coast Guard Central" was Auxiliarist John Lloyd of Elizabeth City, N.J.

The Jamboree was a great learning experience for everyone—Boy Scouts, Coast Guard personnel, Auxiliarists and civilians. It will be remembered for many years to come. The next Jamboree, in 2010, will be the Centennial of the founding of Boy Scouts in the U.S. Many of the Auxiliarists who participated in Jamboree 2005 are already planning for the next one. 🌀



The Medal of Operational Merit award was presented to Auxiliary Leech Lake Detachment Flotilla 8-5 members Jay Croy, Linda Croy and Richard Runde for their heroic efforts. Left to right, members Jay Croy, Linda Croy, USCG VADM Terry Cross, Richard Runde, and National Commodore Gene Seibert. USCG photo by Telfair Brown

USCG AUXILIARY MEDAL OF OPERATIONAL MERIT AWARDED TO THREE AUXILIARISTS

The award nominees were members of the Auxiliary Leech Lake Detachment from Flotilla 8-5, Ninth Western Auxiliary Region, providing safety and security for the 33rd Annual Leech Lake Regatta and Sailboat Race in Walker, MN August 21 to 22, 2004. The two-day race featured more than 30 ocean class sailboats racing more than 20 miles each day on a 460 square mile lake known for unpredictable weather, strong winds and heavy sea states. Jay P. Croy was the coxswain and Linda R. Croy and Richard J. Runde were the crew of Auxiliary Facility 202303, a 20-foot Grady White with cuddy cabin and I/O engine.

On August 22, 2004, the second day of the race, the Auxiliary Patrol Commander (PATCOM) monitored the weather and decided to deploy two Auxiliary facilities, including Facility 303, to Pelican Island at the farthest end of the racecourse where they could observe the race participants and respond to any emergency situation should one arise. Due to the wind sweeping across the lake unobstructed, the area near Pelican Island experiences higher sea states than other parts of Leech Lake. The Auxiliary facilities en route to Pelican Island were operating in 10-15 knot winds and 3-foot seas. Once on scene, the two facilities maintained position for 3 hours, accounting for all sailboats participating in the race, providing radio reports, and skillfully maneuvering in what were becoming increasingly challenging sea conditions. By the time the last race participant passed the marker buoy off Pelican Island, the weather had

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deteriorated to 15-20 knot winds with gusts to 30-35 knots and 4 foot seas, with some waves reaching 5-6 feet. The facilities began the slow trek back to calmer waters over 5 miles away.

Shortly after commencing their trip back at approximately 1245, Facility 303 picked up a faint radio call for the Coast Guard from one of the sailboats that dropped out of the race and apparently deviated off course (note: The Auxiliary is known as the Coast Guard in that area). The crew of the sailing boat making the call sounded confused and disoriented. After asking some questions, the crew of 303 located the distressed vessel, the 25-foot "WIND DANCER", and found four people on board, only two of which were wearing lifejackets. All four appeared to be exhibiting signs of hypothermia from being bounced around in their low

freeboard sailing scow and soaked to the skin with the wind lowering the air temperatures to approximately 57 degrees. The operator of the WIND DANCER confirmed that two of his crew were experiencing varying degrees of hypothermia. With one crewmember being "incapacitated" and the other quickly becoming "impaired", the operator was unable to sail the Wind Dancer to safety, putting all four lives in danger in the increasingly dangerous sea condition. The WIND DANCER's crew was now just hanging on inside the boat.

Auxiliarist Jay Croy determined that it was too dangerous to come along side and take the WIND DANCER's crew on board Facility 303. After conferring with PATCOM, the crew of Facility 303 readied to take the WIND DANCER in a stern tow as waves were breaking over 303's bow. Auxiliarist Dick Runde described it as "walls of water coming over the bow at the

windshield". In his 20 years as an Auxiliarist, 18 of them as coxswain, this was the first time that he feared for the lives of the Auxiliary crew. He ensured that his "Mustang" was secured and that his P-EPIRB was ready. Auxiliarist Linda Croy asked him nervously if the mustangs really do float. Pushing aside their fears, Auxiliarists Runde and Croy readied the lines and got into position to pass the towline, Dick laying on the engine cover and Linda securing him. Coxswain Jay Croy displayed extremely exceptional boat handling and SAR skills coming about in heavy waves and maneuvering close enough to "cross the T", which allowed Auxiliarist Runde to successfully pass the line to the WIND DANCER on the first try.

Once Facility 303 had WIND DANCER in tow (OOA 1300), Auxiliarists Runde and Linda Croy attached a survival pack, consisting of extra PFDs and a thermal rescue



Jay Croy, right, expresses his appreciation during Medal of Operational Award ceremonies while fellow recipients and VADM USCG (ret) Roger T. Rufe, Jr., AFRAS Chairman, listen. USCG photo by Telfair Brown



Photo caption: L to R; Richard Runde, Linda Croy, Jay Croy. Jay was the coxswain, Linda and Dick the crew. Dick is also RCO for 9WR - USCG photo by Telfair BROWN

blanket, to a line and floated it back to the WIND DANCER. Over the radio, Auxiliarist Runde provided reassurance to the crew of the WIND DANCER and instructed them on how to care for the two hypothermic crewmembers. The nearest calm water was 3.5 miles away at Stony Point, where they could secure the boat on the beach and transport the WIND DANCER's crew to the closest marina. The 3.5-mile tow took one hour and 15 minutes due to the incredibly rough lake conditions (4-6 foot seas). Auxiliarist Jay Croy superbly maneuvered the 303 in spite of waves breaking over the bow of the vessel and managed to bring the 303, the WIND DANCER and their crews safely to Stony Point successfully (OOA 1415). In the words of the Wind Dancer's captain, Norb Jost, in his letter to the editor of the local newspaper, "Their demeanor on the radio was very reassuring to our crew. They kept us relaxed while we were in tow."

As soon as the tow was in safer waters the Auxiliarists immediately

transferred the two hypothermic people to Facility 303 and out of the open weather, stripped their wet clothes off and put dry clothes and anti-exposure coveralls on them. They also helped the remaining two WIND DANCER crew secure the scow to the beach. Once the WIND DANCER was secured, Facility 303 took all four crew of the WIND DANCER as quick as possible to Shores of Leech Lake Marina (arriving OOA 1530), where they sought medical attention. En route, the crew of Facility 303 tended to the physical and emotional needs of the four rescued sailors, best described in Mr. Jost's letter to the editor: "During the ride back, the crew was extremely personally [concerned] with us. They constantly attended to us physically as well as psychologically. They engaged us in lively conversation, which took our minds off of the predicament that we had just been in... the three crewmembers showed an outstanding amount of professional skill in handling an emergency under difficult conditions." 🌹

What is AFRAS?

Three members of an Auxiliary boat crew making a difficult rescue on a lake in Minnesota will receive Silver Medals at a special ceremony attended by members of Congress and the USCG Commandant on Capitol Hill.

Each year the Association For Rescue At Sea (AFRAS) honors those making heroic rescues. The Silver Medal signifies the Auxiliary award. A Gold Medal will be awarded to a USCG Aviation Mechanic who made a heroic helicopter rescue off the coast of Alaska. A cruise liner will be recognized for a rescue in the Yucatan Straits.

For nearly 30 years the Association for AFRAS has worked to support the operations of international lifeboat operations by providing financial support to volunteer rescue organizations, recognition of those making heroic rescues, and is working quietly behind the scenes to enhance the cooperation between international SAR organizations. AFRAS has been an Auxiliary partner in ISAR and the CSAR initiative. The National Commodore sits on their board as do several retired Coast Guard officers.

Gifts and dues have declined in recent years and as an organization dedicated to search and rescue at sea that has goals near the Auxiliary's, AFRAS seeks Auxiliary support to continue its mission, now more than ever.

As a public charity, AFRAS depends upon more than one third of its income coming from public donors, including membership fees of \$100 a year for a joint RNLI/AFRAS membership and \$20 for an AFRAS only membership.

To find out more about AFRAS and how you can help be a part of this international effort to save lives at sea, visit their website at www.afras.org or contact them at ackafas@aol.com

“I really think it’s great, the patriotism that he has runs through his bones. He loves his country and he loves his community.”

Hudson City Clerk Kim Murphy

Hudson City Manager Honors Love of Nation by Keeping Watch on Area Waterways

BY ART BUKOWSKI
Hillsdale Daily News

The following story and photos are reprinted courtesy Hillsdale Daily News — Editor.

As Bruce Van Wieren carefully scanned the banks of the Maumee River in downtown Toledo, he spoke thoughtfully of his duties with the U.S. Coast Guard Auxiliary.

“I guess I like it when I can quit at the end of the day and know that everyone’s — safe” he said, peering out over the bow of a sleek 24-foot Coast Guard Boston Whaler Saturday morning. “Just knowing that things are fine.”

Hudson Mich.’s city manager and a retired conservation officer with the Michigan Department of Natural Resources (DNR), Van Wieren spends at least one weekend a month with the Auxiliary, a hardy voluntary force that aids the Coast Guard by performing safety patrols and other operations. As he and his two crewmen slowly cruised beneath the hustle and bustle of the Toledo skyline, their eyes constantly searched for anything out of the ordinary.

Van Wieren, 57, joined the Coast Guard Auxiliary in 1998, fresh off a 25-year stint in the Michigan National Guard reserves and in the twilight of his 26-year career with the DNR. Although some may have hung their hats and settled into retirement, Van

Wieren turned to his new calling.

“I love boats and I love the water,” he said. “When I retired from the National Guard, the Coast Guard Auxiliary was a good fit for me.”

Members of the Coast Guard Auxiliary define the concept of citizen soldiers — farmers, lawyers, doctors, teachers — all giving what they can when they can without a dime in compensation. They do not have law enforcement authority and are instead used for important monitoring and safety details. Nearly anyone physically capable can become a member after a training period with the Coast Guard.

“It’s kind of like a neighborhood watch program on a bigger scale,” Van Wieren said, shortly after brandishing a lengthy list of security checks to be made on the area’s most crucial bridges and facilities. His duties on the water every time out include checking them for anything unusual.

As city manager in Hudson, Van Wieren sits at a desk for most of the week diligently seeing to the ins and outs of city finances and operations. With the wind in his hair and spray from the river misting his sunglasses, the time on the water seemed therapeutic.

“This is really a release for me, a way to get away from the day to day things,” he said. “It’s kind of good to get away to do something different, plus I feel like I’m doing a good service for my country.”

That desire to serve his country runs deep in Van Wieren’s blood, evident in the force with which he pledges allegiance to the flag at Hudson City Council meetings and the pride with which he wears his Coast Guard Auxiliary uniform.

“I’m as patriotic as anybody, always take my hat off when the flag goes by,” he said. “I love my country to death.”

Hudson City Clerk Kim Murphy reflected on Van Wieren’s weekend adventures as a symbol of that patriotism.

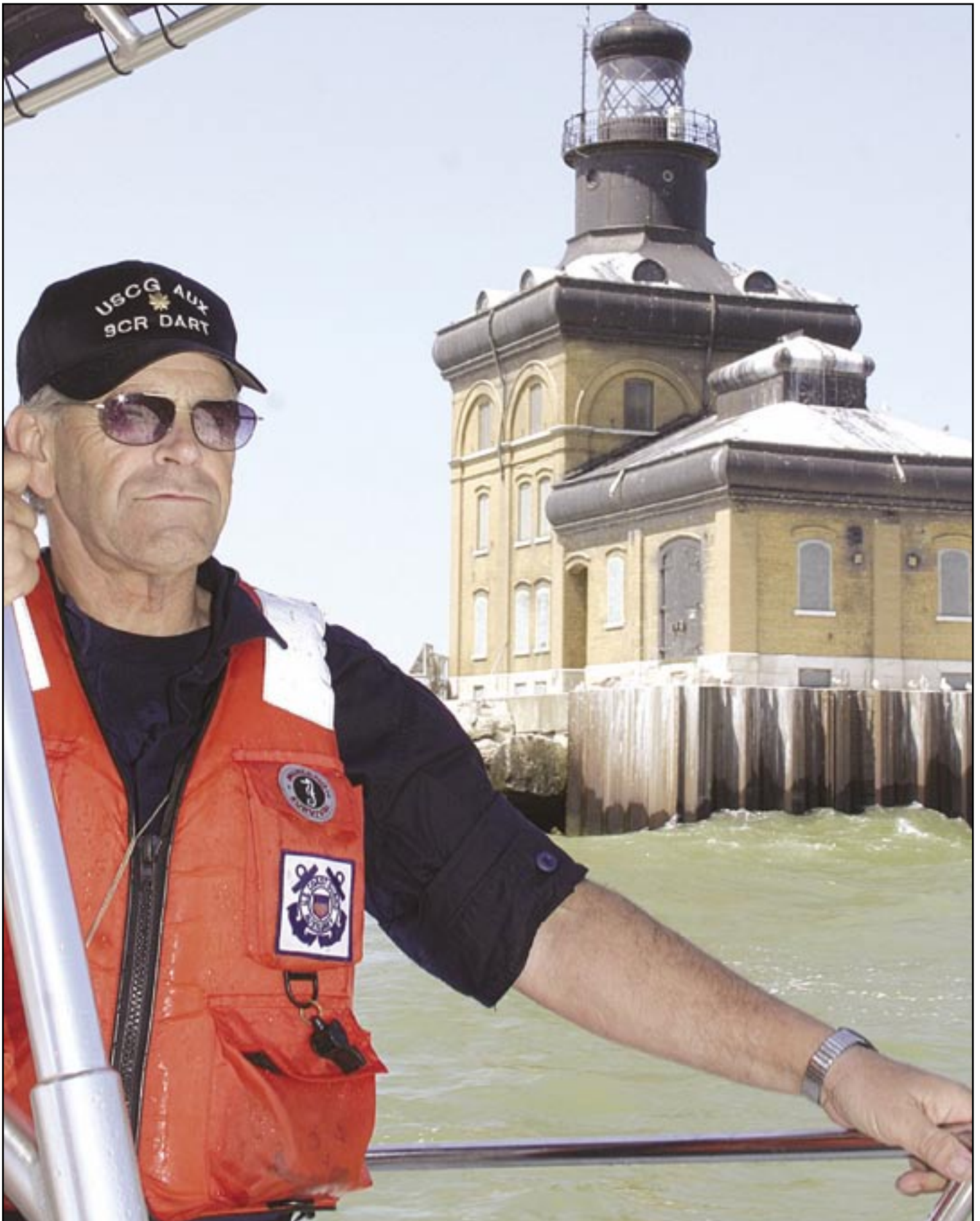
“I really think it’s great, the patriotism that he has runs through his bones,” she said. “He loves his country and he loves his community.”

Since Van Wieren has gone from one service position to another for nearly 32 years — he was also Hudson’s police chief for four years before he took the city manager’s position in 2004 — and kept up with extra activities, he’s been a man constantly on the go.

“My kids just shake their heads and say ‘dad, are you ever going to stop,’” he laughed. “I guess maybe if I get too old — I will—.”

After spending more than a half hour with Van Wieren, however, you get the sense that retirement will never be an option.

“This keeps my mind active, keeps me sharp,” he said of his work with the Auxiliary. “I’m not one of the guys that’s going to retire and play golf, there’s always something to do.” 🍷



Hudson, Mich. City Manager Bruce Van Wieren patrols the water of Lake Erie near the Toledo Harbor Lighthouse on Saturday afternoon. Van Wieren volunteers on a deployable Auxiliary response team for the U.S. Coast Guard Auxiliary. *Pete Mowry / DAILY NEWS*