



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

SPRING 2005
VOL. 32, NO. 1

Navigator

Excellence Honored

*CALIFORNIA FLOTILLA RECEIVES COVETED
OPERATIONAL EXCELLENCE AWARD / SEE PAGE 20*





Navigator

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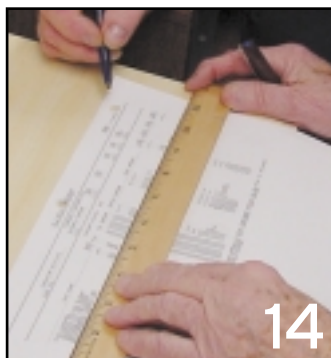
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EDITION DEADLINES

SUMMER
MAY 15

FALL
AUGUST 7

WINTER
NOVEMBER 1

SEND SUBMISSIONS TO

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CORRECTION

In the winter issue of the Navigator the photo credits for the story "Welcoming Razorback Home" should have been attributed to Bob Donaldson, 8WR D15 SO-PA.

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ON THE COVER

It's a USCG Defender, but the crew is all Auxiliary. Flotilla 8-11's efforts have earned it the coveted Operational Excellence Award. See Page 20 Photo by Al Pearson, crew trainee



An Auxiliary patrol team joins with a Coast Guard Defender-class boat to escort a power cruiser just before Super Bowl Sunday in Jacksonville, Fla. The Auxiliary provided 12 facilities to help with SAR response and to contact the boating public about security zones. *Photo by Rob Wescott*

Auxiliarists and Their Facilities Help
With Security Zones and SAR Response for Super Bowl Safety

Keeping Super Bowl XXXIX Safe

BY ROB WESTCOTT
BC-APA (Atlantic East)
National Press Corps

Super Bowl Sunday on Feb. 6 was one for the books — the New England Patriots outlasted the Philadelphia Eagles 24-21 and proved there was a new football dynasty in town.

While thousands of fans watched the battle raging in Alltel Stadium in Jacksonville, Fla., and millions more

viewed the spectacle on television, records were set and history was made.

But one thing wasn't seen by fans and players alike: the enormous effort made by security personnel — including Auxiliarists — to make sure Super Bowl XXXIX was played free of any terrorist threat.

Auxiliarists arrived in Jacksonville on Jan. 31 for Operation Strong Arm and were only discharged on Feb. 8

after cruise ships providing accommodations for thousands of NFL fans left the port.

PART 1 - THE PLANNING

Planning for Auxiliary participation began in October 2004. As he had for the G8 summit in June 2004, Ed Callahan RCO-N (D7), headed up

SEE **SUPER BOWL** PG. 4

Auxiliary efforts. This meant everything from determining funding and manpower allocations from the active duty, to selecting assets and personnel for the operation and making sure their needs were met.

What started as an initial request for 42 facilities was reduced to a plan involving 12 operational facilities.

Because of the more than 40-mile water area of operations (with three of four sectors utilizing Auxiliary assets), Auxiliarists and their facilities had to be placed in three staging areas — the Jacksonville Naval Air Station, a Trout Creek base station, and the Mayport Coast Guard Station. Arrangements for housing, dockage and fuel had to be made for each location.

A convoy of the majority of assets and personnel gathered on Jan. 30 in Holly Hill, Fla. for the trip up to Naval Air Station (NAS) Jacksonville, which housed the primary operations command site. As Auxiliarist Callahan explained, “By going in a convoy, Auxiliarists had significant safety and support advantages.”

A TEAM WITHIN A TEAM

After processing at the NAS the Auxiliary, Operation Strong Arm team met with Rear Commodore Callahan and received their area of responsibility (AOR). They received their shift as assignments and then launched their facilities.

An orientation run followed. With facilities placed in their AOR, the team was now ready to integrate with other units.

On Feb. 2, all hands involved in the operation met for an operations briefing. They also received handheld transceivers for the operation. Mission and safety zone details were presented and clarified.

The Auxiliary contingent was now a team within a much larger team and operations were about to begin. Throughout the mission Auxiliarists would work hand-in-hand with Coast Guard and other agency assets and personnel.

Charged with protecting the public (and in the case of the Auxiliary, being

SUMMARY OF AUXILIARY ACTIVITY AT SUPER BOWL XXXIX

Personnel: 24 Auxiliary vessel operators and crew.

Facilities: 12 Auxiliary vessels.

Number of patrols: 69, which totaled 552 patrol hours over six days.

Stand-by: Auxiliarists stood 752 hours of one-hour recall over the six-day period.

Total hours away from home for Auxiliarists: 5,544 hours over 10 days (includes travel).

Land Support: One Auxiliary driver that drove for a total of 1626 miles.

eyes and ears and safety ambassadors) it should have been no surprise that Auxiliary vehicles were checked by security staff on entrance to NAS Jacksonville.

The rooms of Operation Strong Arm participants received a thorough “sniff-down” by Military Watch Dog (MWD) “Caesar” before the mission hit prime time. No bombs or explosives were found, although Caesar took some extra time sniffing the chocolate chip and Oreo cookies in one Auxiliarists’ room.

FAIR WEATHER SAILORS NEED NOT APPLY

For the three of the first four days of Operation Strong Arm, rain, cold, wind and fog were the regular companions of the mission. Visibility at times was minimal in the fog.

Cabins and canvas were as precious as gold; Mustang suits, float coats and thermals were the order of the day.

Safety was paramount throughout the mission. Although two other agencies each experienced a serious mishap, no Auxiliary facilities were damaged or personnel injured.

RIISING TO THE TASK

Auxiliary assets and personnel performed a variety of tasks.

In the sectors manned by Auxiliary facilities, civilian boaters and commercial craft were informed of security zones and rules and were advised how to make proper contact for permission to traverse restricted areas.

“Mostly what we did was to educate the public on security zones,” Auxiliary Coxswain Gary Ford said.

Auxiliarists served as eyes and ears for other agencies, contacting Marine Operations when there was questionable or suspicious activity.

In one sector, Auxiliary facilities ferried Coast Guard boarding teams from ships they had boarded back to their staging area, and then back to Group Mayport.

A RICH EXPERIENCE AND GRACIOUS HOSTS

Auxiliary Coxswain Bruce Card summed up the feelings of the Auxiliary contingent when he remarked that, “It’s a good challenge. It gives you a chance to put what you’ve learned to use.”

Outside their well-known normal areas of operation, Auxiliarists relied on the navigation skills they had learned in coxswain and specialty course training.

Coast Guard active duty personnel went out of their way to thank Auxiliarists for their participation and to provide assistance as needed.

John McKinley, Auxiliary Coxswain of facility *Nepenthe*, was quick to give kudos to Coast Guard MK3 Moorero and MK2 Caban. Moorero and Caban eagerly came to the aid of McKinley when the steering cable of his 25-foot Arcadia inboard broke. As soon as the

More Than 5,900 Vessel Inspections

95-YEAR-OLD AUXILIARIST HONORED FOR PUBLIC SERVICE

Auxiliarist Leonard Lesnik, of North Palm Beach, Fla., member of U.S. Coast Guard Flotilla 52 of Jupiter, Fla. for the past 29 years, was honored Feb. 17 for his dedicated service to the boating public. Between 1989 to 1999, Lesnik had in excess of 5,900 vessel inspections under his belt and has kept at it ever since.



SUPER BOWL

continued from page 4

parts were secured, they made the needed repairs, and their vessel was back on the water.

Jacksonville firefighters from Station 38 (Trout River) were praised by Auxiliarists McKinley, and Gary Ford (Coxswain, Auxiliary facility *Sand-Castle*) for their gracious hospitality towards the Auxiliarists operating out of their station.

"I was very impressed with the hospitality of the Navy Lodge and Mulberry Cove Marina staffs. They were more than accommodating and willing to help in any way," said Sue Smith Flotilla 45 Commander.

"This operation was so huge, and I was honored to have been a part of it," said Smith.

In addition, Coast Guard Station Mayport requested Division 14 (D7) of Jacksonville, Fla. to cover all SAR activity in their AOR from the period of Jan. 29 to Feb. 8.

Division 14 provided eight operational facilities on bravo-zero status with some at the Mayport Station. All members that participated were certified Marine Security (MARSEC) level 3. All had undergone five months of special training at Station Mayport. Through the program, all of the MARSEC 3 certified members achieved FIRST RESPONDER medical training status. 🇺🇸

Navigator

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The Next Challenge:

COMBATING COMPLACENCY

COMPLACENCY: *Quiet satisfaction; contentment, often self-satisfaction, or smugness.*

The path is smooth that leadeth on to danger. - SHAKESPEARE



COMMODORE
**GENE M.
SEIBERT**

NATIONAL
COMMODORE



It has been about three and-a-half years since 9/11 and the global war on terrorism officially began shortly thereafter. Soon we will, as a nation, be fighting a conflict that has lasted longer than World War I and World War II. An important question has been asked: Are we succeeding in this global war on terrorism?

If success is measured in terms of "have there been an additional terrorist attacks on our shores?" the answer is - yes - we have been successful. We are standing the watch and continue to rise to the occasion each and every day.

From the container ships to the communications center, Auxiliarists all over the country are meeting and often exceeding the needs of the Coast Guard. We have become an integral part of the fabric of the shield of freedom.

I am proud of what we do and what we've done, not just in our new homeland security related tasks, but in our traditional RBS missions as well. We've stretched ourselves and have successfully risen to the occasion again and again. While we should take a measure of satisfaction in our success, we must remain diligent and be careful to not fall victim to complacency, or become too comfortable with our success.

Exactly what is complacency? In his book, *The Leadership Secrets of Colin Powell*, Oren Harari calls complacency "... an organizational virus. Left unchecked, it gradually immobilizes people." Harari argues that eventually, when left unchecked, complacency can morph into more deadly organizational diseases like delusion, arrogance, or a feeling of invincibility.

What are some of the ramifications of complacency? In short, complacency results in sub-optimum decisions. Some of the more obvious consequences include:

- waiting on PSI clearance on prospective members before engaging them in member training and other flotilla activities,
- only teaching BS&S when the boating public wants shorter courses, or a choice between multi-lesson or one-day courses.
- when an experienced Vessel Examiner neglects to check the boat's ventilation system while performing a Vessel Safety Check,
- when a coxswain or a pilot neglects to run through a pre-underway checklist, or no longer perceives the urgency and importance of the mission.

- taking the attitude of “wait and see,” or “this has been tried before without success, did not work then, and will not work now,” instead of taking a proactive posture and helping to make things happen.

While our member training programs and required annual workshops are designed to avoid these obvious examples of complacency, the dangers of complacency go far beyond those examples.

Much like a water-laden log lying just below the surface, complacency is a vulnerability lurking just out of sight, always an ever-present danger. Just as a complacent lookout can result in a steering or prop casualty, a similar disaster can befall an organization that becomes complacent - we can be sent out of control, without power or direction, or even worse - someone may perish.

The true danger of complacency is that when we become complacent, the fabric of the shield of freedom begins to tear away. When we're complacent, we fail to notice that boat anchored near a power plant, or neglect to notice that a crew member who doesn't have their PFD zipped up while handling lines on the bow. In short, complacency undermines our commitment to excellence and renders us ineffective by simply going through the motions, without a sense of mission or purpose.

How do we combat complacency? Complacency is defeated by effective leadership at every level (and all of us are leaders to one degree or another). We need leaders who can “see around corners,” are constantly challenging the status quo, looking for better ways to do things, and learning to be “agents of change.” They challenge smugness and


arrogance, and have a healthy dose of skepticism blended with an ample amount of optimism.

Moreover, we need leaders who ask the tough questions that keep everyone on their toes. These leaders are not afraid of what Colin Powell calls “the untidy truth.” According to Powell, “untidy truth is better than smooth lies that unravel in the end anyway.”

Avoiding complacency requires sustained focus over the long haul. However, we must also be good stewards of our assets and personnel, as burnout can often become an unnecessary casualty of sustained vigilance. Moreover, we must remain flexible and yet maintain a delicate balance between our traditional missions and our new homeland security related duties.

It has often been said, “Change is inevitable. Growth is optional.” We can think of complacency as change without growth, either as a person or as an organization. When change occurs without corresponding growth, we can become weak and ineffective, and possibly even perish.

It is our duty - each of us, not just the leadership - to motivate others and keep them vigilant and focused and avoid complacency. By maintaining a focused, sustained, and vigilant force, we remain an effective deterrent to terrorism and are thus a significant component in the shield of freedom.

While it is tempting to revel in our successes thus far, we must avoid the temptation for it is the sustained lifesaving vigilance, in recreational boating safety or security missions, which will hold safe the citizens of this nation for generations to come. 

A Look Back, a Guide Ahead

A PARTING SHOT FROM THE CHIEF DIRECTOR'S OPERATIONS DIVISION CHIEF



LCDR
MIKE STAIER
CHIEF DIRECTOR'S
OPERATIONS
DIVISION CHIEF



(Editor's note: As his tour of duty in the Chief Director's office winds down, LCDR Mike Staier reflects on what's been accomplished in air and surface operations during his tour).

In the summer 2002 issue of the *Navigator*, I wrote an article after being the Auxiliary Air Branch Chief for three months. I outlined some goals and a timeline for reaching those goals.

While it quickly became apparent that the timeline was a bit aggressive, we were able to accomplish many projects that I think have set the Auxiliary OPs program up for continued success. Personal Protective Equipment (PPE) and outdated policy guidance required much attention followed closely by Standard Auxiliary Maintenance Allowance (SAMA) and operational standardization.

My goal in this article is two-fold: first, I'd like to recap some of our major successes over the past three years and set the framework for the future of the OPs programs, and I'd like to express my sincere gratitude for the personal and professional growth you've afforded me during this tour.

I walked in the door of G-OCX knowing only a very small piece of Auxiliary operations in the form of D1's Auxiliary air program. As my responsibilities ramped up and our staff size decreased, I learned more and more what the Auxiliary operations program was all about, primarily under the tutelage of Commodore's George Jeandheur and Bob Colby; the OPs Deputy at the time, Linda Nelson and the Aviation Branch Chief, Jim Jacobsen.

While some of these folks have moved on, they've been replaced by very talented folks such as Commodore Helmut Hertle, Dave Elliot, Bob Shafer, Mark Simoni, and Ned Kreoker, and of course Linda has moved up into the OPs Department Chief position. The tireless work of Chuck Stakus and Bob Platt has truly been invaluable.

AIR PROGRAM

Early effort focused primarily on the Auxiliary Air program because I had not yet assumed the duties of the entire OPs program. We were on the backside of a fatal Auxiliary air mishap and I and others were very motivated not to let the sacrifice of these Auxiliary aviators and their families be in vain. Through the Commandant's Aviation Safety Board (CASB) process, we took the opportunity to thoroughly review not only the details surrounding this accident, but the entire Auxiliary air program.

What we found, in short, was a need to focus on standardization and the need to understand that there's a real difference between flying the typical FAA-type profile and flying Coast Guard-assigned missions and set the governing policies accordingly.

This realization has led to several things including: the two-pilot rule and the later modification of this rule, the creation of the Auxiliary Air Standardization Team which led to, among other things, standardized syllabi, improved language in the Auxiliary OPs Policy Manual and a much improved Auxiliary Air Training Manual, now under contract and due out in July 2005.



SURFACE PROGRAM

There are many similarities between the surface and air sides of the house. One main difference, however, is that safety and standardization policy shortcomings are often more costly and dramatic on the air side than the surface side. Nonetheless, safe and standardized surface operations are critical to many missions and of course to the operators themselves.

With this in mind, the Surface Standardization Team has recently been created. Like the air side standardization team, this team is responsible for reviewing current policy and recommending future policy to enable us to have a safer, more standardized surface OPs program. I have had the great fortune of working with three superb Master Chiefs during my tour. These include MCPO Dale Potvin, MCPO Glenn Wilson and MCPO Gary Jensen. Chief John Dingley, a highly motivated individual, will be joining our OCX team this summer.

I think our greatest achievements from the G-OCX perspective have been the attainment of PPE funding through efforts led by our Deputy, CDR Chris Olin; input to the Auxiliary Manual and toward the Personnel Security Program and the progress we've made in climbing the hill toward a fully funded SAMA program. Also, the creation of the Auxiliary Cutterman's program, Operational Excellence program, the Personal Water Craft program, updating the Auxiliary Boatcrew Training manual and OPs policy manual, the brief but successful use of Utility Boat, Light - Temporary (UTL-Ts) and the kick-off of a Paddlecraft pilot program have headlined surface OPs successes.

THE FUTURE

Where do we go from here? We

have laid solid groundwork for conducting safe operations in the Auxiliary. The way ahead includes getting the most out of our standardization teams, branching out into new areas of operations and leveraging existing and creating new technologies to better enable us to support current and future missions.

The question of how to manage growth so we can meet the needs of the public and the Coast Guard is a work in progress. We have to balance the requirements of each program (CG need, currency maintenance, etc.) with available and future funding. This is no small challenge. What do we do when we have a motivated potential new member, but lack resources to train or keep them current? What is the right size of our operational fleet?

THANKS TO YOU

Let me close by sincerely thanking you, the members, and the previous and current National Staff. I have learned so much about what it takes to be a volunteer; the drive, the motivation, the resources and the love of Country and service. I am in complete awe of you and the effort you put into the Auxiliary organization and the support of Coast Guard missions. I correspond with you during all hours of the day, night and weekends and feel the satisfaction of doing my job well. But wait, I'm getting paid for this!

You are initiating and replying to correspondence, teaching classes, visiting dealers, supporting units, patrolling the skies, waterways and radio waves on your own time and in most cases on your own nickel. Incredible! Farewell; bask in the glory of your successes, learn and grow from the rough patches, and know that the Coast Guard absolutely could not do it without you! 🌀

N-TRAIN 2005:

Charting the Course for the Auxiliary's Future

BY ED SWEENEY
DC-Ad

It is common knowledge that a savvy navigator plans in advance and lays out a course for the upcoming cruise.

In a similar fashion, the National Executive Committee, district commodores, and select members of the national staff, along with selected district staff officers (DSOs), gathered recently in St. Louis, Mo. for the National Training Conference (N-TRAIN).

At the conference, plans were made regarding the direction of the Auxiliary for the year ahead. DSOs armed themselves with knowledge and information to train their colleagues back in their respective districts.

"The theme of this year's N-TRAIN was Maritime Domain Awareness (MDA)," said National Commodore Gene Seibert. He noted that this would be a continued area of emphasis for the foreseeable future.

Seibert continued, "I want to discuss something I feel is very important, something that binds us together in a common cause and makes us who and what we are.

"For 65 years, the Auxiliary has done the tasks assigned to it by the Coast Guard. We've done them well. We know that and so does the Coast Guard," he said. Seibert then summarized all of the various types missions Auxiliarists perform throughout the year.

"We've been there, done that and done it again and again — and we'll keep doing it, training, patrols, class-



National Commodore Gene M. Seibert urged N-TRAIN attendees to remain vigilant in their duties. Photo by Mel Borofsky, DVC-AP

room or administrative tasks, humdrum or crashing reality, because that's what we do. It's what the Coast Guard expects us to do and more importantly, it's what we expect us to do," he said.

Even more will be expected of Auxiliarists, Seibert said.

"One of those tasks, Marine Domain Awareness, is a lot like the mythical bird, the Phoenix, which never dies but rises up again and again from its ashes, renewed," he continued. "The Phoenix flies far ahead to the front, always scanning the landscape and dis-

tant space.

"It represents our capacity for vision, for collecting sensory information about our environment and the events unfolding within it," he said.

Seibert stated, "We are the first line. We are out there, doing what we always do but with an added responsibility to help safeguard lives, property and our nation from further terrorist threat."

However, in winding up his remarks, Seibert urged the membership to remain vigilant, and cautioned them to avoid the natural tendency to be com-



This year's N-TRAIN conference included a display of equipment available to Auxiliary members.

Photo by Mel Borofsky, DVC-AP

placent and comfortable, and to make our missions routine.

"We have come a long way. We have set our direction, we have charted our course. Now the race is on," Seibert said, "and with your and our membership's commitment and continued support, we will, as we have for the past 65 years, contribute to the safety and security of our nation."

Capt. Barry Smith, CHDIRAUX, promised that he or members of the Chief Director's staff will be attending the district conferences to help work on such issues as the Standard Auxiliary Maintenance Allowance (SAMA), UTL-T issues, District budget models, fuel issues, PSI, and uniform issues. "We on the Gold Side are dedicated to supporting the Auxiliary," he said.

Rear Adm. David Kunkel, Director of Operations Capabilities (G-OC), addressed the assembly saying "On behalf of Adm. Collins, I'd like to thank the Auxiliary for a job well done last

year." He further complimented the Auxiliary for their continued emphasis on training, which of course is the focal point of N-TRAIN.

Kunkel said his previous association with the Auxiliary had been positive. He cited his experience with the Auxiliary while serving at Group Astoria. He recalled a special event where the active duty had assembled all their forces around buoy 10 for an annual fishing tournament, and noted that their forces were not sufficient. "We needed help, and the Auxiliary was there," he said.

Kunkel said that "from Adm. Collins on down, we realize and appreciate what the Auxiliary does for the Gold Side in support of Maritime Security.

"In the aviation community we train and train for the unexpected. This is similar to what you are doing here at N-TRAIN," said Kunkel.

He praised the newly created AUX-15 Auxiliary liaison officers course as an excellent example of this dedication.

"Although there is still work to be done, the successful partnering of Auxiliary and active duty aviation resources into one community has been accomplished," he said.

Kunkel praised these and other Auxiliary training programs that will provide great training opportunities, including such topics as America's Waterway Watch program coming up in Orlando, Fla. to RBS Program visitor training and testing available online.

"The combination of these and other training topics with other recruiting and retention efforts, leads to overall Auxiliary capability to support a full spectrum of authorized Coast Guard missions," he said.

"Retaining and recruiting the right people and giving them the right tools to do their job effectively is a force multiplier for the Coast Guard," said Kunkel.

SEE **N-TRAIN** PG. 12

He said that in an age of competing projects, such as Deepwater, MDA, etc. "It is a comforting thought that I work with a 32,000 member volunteer organization capable of providing such a wide range of services. You make my job of providing the Coast Guard with relevant capabilities that much easier."

Rear Adm. James C. Van Sice, director of reserve and training, addressed the assembly, which featured a discussion and PowerPoint presentation highlighting "the way ahead."

Van Sice recounted the differences between the Coast Guard and the other services. With pride he stated that in the Coast Guard, personnel are usually asked to do more at every level. "We often ask the impossible. It doesn't stop. We ask a lot of you, whether you wear silver or gold, and we ask a lot of you whether you're starting out, or whether you've been doing it for awhile."

"One of the things I'm particularly proud of when I talk to my Department of Defense brethren is our Coast Guard Auxiliary," continued Van Sice. "When I tell them that we have approximately 32,000 members who volunteer their time without pay and assist us in performing our missions, frankly their jaws drop. They would like to know how we (the Coast Guard) do that. I am proud of that affiliation, and to tell the Auxiliary story inside the Pentagon. And it gets the attention of senior leaders there."

Van Sice went on to say that "In certain regions, if you were to be rescued by 'the Coast Guard,' for instance on the Ohio River, there is almost no chance of the rescuer's shoulder boards being gold. Contributions made by Auxiliarists throughout the heartland are phenomenal."

Furthermore Van Sice said, "In any case, I'd like to express my personal thanks for all that the Auxiliary does each day in support of active duty training effort. We are in a rapidly changing training environment. It is transformational."

He commended the Auxiliary for their unselfish contributions to the Academy Introduction Mission (AIM)



Capt. Barry Smith, CHDIRAUX, promised that he or members of the chief director's staff will be attending district conferences to help work out issues. Photo by Mel Borofsky, DVC-AP

program. "People who go to AIM — 60 percent turn into completed applications. "It is, by far, our best recruiting tool for the Coast Guard Academy and our best tool for finding the Coast Guard officers we need for the future. It is a proven program," he said.

Van Sice stated that one of our biggest challenges ahead will be to develop e-learning and e-testing capabilities that support all members of Team Coast Guard.

"This is a Commandant mandate, and is an important initiative in line with the Commandant's watch words of readiness, people, and stewardship," he said. He commended the Training Department's emphasis on e-learning technologies, and for their extensive support of active duty training programs.

"The way ahead for transforming traditional training to state of the art to new e-learning and e-testing will take time. But we are on our way as an organization, with the Auxiliary as a key component of our development

and implement strategy," he said.

Van Sice suggested the Auxiliary explore an e-learning group that would meet every six months to share success: "Let's capitalize on our collective brain power and advance this partnership quickly and effectively."

"Your broad based talent and expertise have enabled us to ratchet up its readiness posture, continued Van Sice. "Let's keep finding ways to work together to combine our expertise, passion and spirit. The potential impact is significant."

"Commodore Seibert's watchwords of ready, responsive, and resolute are most fitting for 'the way ahead.' I look forward to continuing my involvement with the Auxiliary as I assume my new role as Superintendent at the Coast Guard Academy. I want to personally thank you for the dedication, pride and patriotism you display with your selfless devotion," he said.

In summation, Van Sice said, "The Coast Guard and the United States of America need the assets and capabili-



Dick Clinchy, DC-E, offered seminar attendees some of the latest thinking about public education. Photo by Mel Borofsky, DVC-AP



Karel Kester receives a Trident award from Commander Suzanne Engelbert from MSO St. Louis. Photo by Ed Sweeney, DC-Ad

ties of the world's finest and most dedicated volunteer organization. Together we have and will accomplish much."

Another upcoming challenge, for the active duty side and Auxiliary alike, is the concept of sectorization. Capt. Dean Lee, Chief – Boat Forces, led a discussion on what he called "Sector 101."

Lee described "sectorization" as the

end of marine safety (M) and operations (O) as we know it. "It's about bringing together human resources, logistics, and assets/resources. Basically the sector concept makes sense."

Lee stated that the "sectorization" plan calls for combining the existing 43 Groups with the existing 52 Marine Safety Offices (MSOs) into approxi-

mately 40 sectors. Sectors will resemble somewhat the concept of "Activities" that were in place in New York, Baltimore, and San Diego.

"The sectorization process will take place over the next two years," said Lee. "Even though this greatly reduces the number of command billets in the Coast Guard, it still makes good business sense."

Lee described the sector as having three departments of sort: (1) prevention; (2) response; and (3) logistics.

"Many, but not all of the MSO missions have been prevention, and many but not all of the groups' missions have been response," said Lee. "What sectors basically will do is categorize personnel and assets into prevention, response, or logistics activities/missions. The sector is process based, not program based."

The sector concept represents a major cultural change, said Lee.

"Each side (M and O) initially thinks they're losing something," he added. "In order for this to succeed, we're going to need great leadership. The bottom line is, sectors are all about command and control, and no Coast Guard-owned facilities will be lost."

Lee also noted the Auxiliary will play a key role in the sector concept.

"There will be a senior-level Auxiliarist working with the sector commander. We are currently refining their duties and responsibilities. But you can rest assured; the Auxiliary will be a key component in the overall success of sectors," he said.

"Bear with us," Lee asked, "There will be kinks that need to be ironed out. I am asking you as Auxiliarists to try to understanding the changing roles that sectors will bring."

In sum, Lee asked the Auxiliary to "think outside the box and be a disciple of sectors." Moreover, he concluded by asking the Auxiliary's senior leadership to begin now to realign themselves to better integrate themselves into the sector structure.

For more information from the departments, visit

<http://www.auxpa.org/ntrain05> . For additional N-TRAIN coverage, including photos and more articles, visit <http://teamcoastguard.org/2005/NTrain05/NTrain05.htm> .

Valued Service

Flotilla Members Free Up More than 300 Active Duty Man Hours at CGAS Cape Cod, Mass.

CAPE COD-Members of Auxiliary Flotilla 11-08 D1NR just surpassed the one year milestone in their volunteer service to Coast Guard Air Station Cape Cod.

A dedicated team of seven Auxiliarists has been providing an extremely valuable service in the Aviation Engineering Department of Air Station Cape Cod since November 2003.

By performing administrative tasks, which require meticulous attention to detail and frequent repetition, they freed up over 300 work hours that would have otherwise been a burden on the over tasked active duty workforce.

Aircraft maintenance technicians, who also serve as flight crewmembers, are frequently task-saturated with flying duties related to search and rescue, law enforcement, and Homeland Security missions.

When they are not flying, the active duty workforce is fully employed with HU-25 and HH-60 maintenance responsibilities. The regular presence of trained volunteers to assume critically important administrative functions has had an extremely positive effect on aircraft and crew readiness postures.

Working together in cohesive teams, Auxiliary volunteers dedicate as much as 15 hours per week to administrative tasks related to aircraft maintenance.

One of the first and most successful projects this team took on was the monthly audit of the aircraft maintenance logbooks for the eight aircraft assigned to Air Station Cape Cod.

Working teams of two, these Auxiliarists compared the computer printed configuration reports of all installed components to the detailed component history reports. Ensuring that the lists of installed components matched the component history reports was an arduous task requiring great attention to detail.

An accurately performed logbook audit required that each component be cross checked for the proper serial number and part number against two computer generated reports for all major airframe and engine installations. With over 240 such components per aircraft, this monthly review normally consumes eight to ten man hours per month.

Another vital maintenance support role that the Auxiliary recently performed was a comprehensive audit of the technical publications library.

Semi-annual audits of the technical publications library are required to ensure that vital technical publications are updated with the latest revisions. Not only did the dedicated Auxiliary team complete the audit, they also performed several page changes to aircraft technical manuals that are used by technicians on a regular basis.

The Auxiliary team drew



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Flotilla 11-08 members (from left to right) Steve Cochran, Neil Maher and Paul Nevosh, team leader, are seen doing the monthly aviation computerized maintenance (ACMS) logbook reviews for CGAS Cape Cod. *Photo by Lt. Nelson Brandt*

“On several occasions leaving together late, Emile, Neil, and I would stop and linger around the aircraft ... no one around. We had the place all to ourselves. A common feeling we spoke about was how accepted we were by the crew. While I shared the feeling, I was amazed listening to these two men who have given so much of themselves and their lives to our country, speak about how the Air Station crews felt about us, went out of there way to talk to us, and to say how much they appreciated our efforts. We would talk about how fortunate and how honored we were to be part of such a special and dedicated effort. In those quiet moments of reflection under the strong hanger lights, we three knew we were part of Team Coast Guard, and how lucky we were to still be able to contribute. I knew this was true in my heart, but I never thought about saying it out loud.

No paycheck could ever be greater.”

- PAUL NEVOSH, FLOTILLA 11-08 D1NR

“Please accept
my gratitude for
the outstanding
support you provided
this command over
the past year.

By working in support
of the Aviation Engineering
Department, you enabled
my active duty workforce to
focus on projects requiring
their specialized technical
skill and training.

While administrative
roles are still vital to
the efficient operation
of any organization,
they are among the first to
be neglected during periods
of heavy workload.
Your assistance to our
organization assured
this would not be
the case here.”

- CAPT DAVID S. BRIMBLECOM
Commanding Officer
CGAS Cape Cod



Paul Nevosh, Neil Maher and Steve Cochran stand in front of some of the aircraft at CGAS Cape Cod for which they review maintenance logbooks.

Photo by Lt. Nelson Brandt

SERVICE

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from their diverse work experience to develop processes that increased the efficiency of each hour dedicated to administrative actions. In the classic case of working smarter to avoid the need to work harder, they created a photographic archive of all tools requiring calibration and cataloged them in an easy to use binder. This made tracking tool locations and calibration intervals much easier.

With aircraft tools and avionics test sets distributed among five different shops and two separate hangars, the Auxiliary team had a daunting task ahead of them.

Fortunately, their previous work experience lent itself well to the arduous task and they made great progress. One of their first initiatives was to catalog each tool according to its location and function in a binder complete with digital photographs which they took themselves. This greatly eased the burden of sorting through the Precision Measurement Equipment Lab (PMEL) report which lists the items that were due for calibration.

By relieving active duty members of certain administrative functions, the Auxiliary team has significantly enhanced productivity and morale. Auxiliary members committed over 400 hours in direct support of aviation maintenance activities. Representing a significant departure from the traditional uses of Auxiliary members at air stations, the innovative management practices of this Auxiliary team made it possible for active duty members to be relieved of support roles and assigned to maintenance or flight related tasks.

This was only possible because the highly talented Auxiliary team gained the skill and ability to act autonomously within the scope of their responsibilities after receiving initial training and guidance from active duty members.

The Auxiliary members also represent a degree of continuity that, as a result of frequent job rotations within the enlisted workforce, has historically resulted in frequent learning curves. Realizing the impact of their commitment, technicians on the hangar deck accept the Auxiliary members as part of the team that makes Air Station Cape Cod one of the best units in the Coast Guard. 

'We Need Your Help'

Auxiliarists Play Key Role in Search and Rescue of Downed Aircraft



Left: Coast Guard Auxiliarists (from left to right) Gary Ford, air crew specialist; David Lloyd, aircraft commander; Mike Renuart, aircraft commander; and Joe Friend, aircraft commander. Above: A Piper Cub can be seen lying on its back after forced landing in Georgia marsh grass.

Photos by Joe Friend

BY ROB WESTCOTT
BC-APA (Atlantic East)
National Press Corps

Four Coast Guard Auxiliary airmen from Auxiliary Flotilla 44 D7 in Daytona Beach, Fla., on their way back from training at Air Station Savannah, played a key role in the search and rescue of a downed plane near Brunswick, Ga. on Sunday Feb. 14.

"We had just clicked off from Hunter Field Tower," remarked Mike Renuart BC-OAC/FE, an aircraft commander and member of the Flotilla 44 crew. Savannah Approach Control, Renuart said, alerted the Auxiliary Aircraft that there was a report of a downed plane 20 miles from their location and told the Auxiliarists, "We need your help."

Aircrew member Gary Ford, who manned the aircraft VHF radio for this SAR, commented, "We found that guy so fast it went bing, bang, boom," and noted that the Auxiliary aircraft only made one turn before coming on the downed plane.

"We didn't even have time to start a

SAR (search and rescue) pattern," Ford said.

Involvement of the Auxiliary facility at an early stage of this search came from a subtle nuance of procedure, which had been a part of the weekend training for the Auxiliarists.

By identifying itself as an Auxiliary facility rather than by civilian identification to the Savannah Approach Control, "The facility was immediately seen by the controller as a SAR resource, and asked to participate in the search," commented crewmember and aircraft commander Joe Friend.

The speed in which the facility located the downed Piper Cub amazed Friend, who stated it was his first find in flying six years with the Civil Air Patrol as well as flying with the Auxiliary. "It was too easy," said Friend.

Given word from the pilot of the downed yellow and orange "Cub" that his plane was in a large marshy area from which a bridge and two towers could be seen, the Auxiliary facility was quickly able to locate the downed craft.

The crew was relieved to see its pilot,

David Johnson, waving his arms to the circling facility, indicating he had survived the rough and unplanned landing of his 1940s-era aircraft. Johnson, a North Carolinian, received only minor injuries.

"Crew resource management played an important part in this efficient and productive mission," remarked Renuart. While pilot and aircraft commander David Lloyd manned the controls, Friend plotted course and positions, and Renuart and Ford manned the radios and kept a lookout for the downed plane.

With the Auxiliary facility circling overhead, an H-65 rescue helicopter, piloted by Lieutenant Commander Tim Schang from Air Station Savannah, was quickly dispatched to rescue the downed pilot.

"SARs," said Renuart, "are never predictable." This one, the veteran pilot remarked, "was a textbook thing."

"It was the perfect conclusion to a superb training weekend. Putting training into practice is what it's all about," he said. 🌿



Security patrol for Fair St. Louis, Mississippi River, St. Louis Coxswain Len Schulte, Crew: Roger Berger, Ernie Passarelli. *Photo by Kitty Nicolai*

Photographic Corps Helps Prove:

BY ED SWEENEY
DC-Ad

The Department of Public Affairs formed the Photographic Corps in 2004, with the intent of making skilled photographers available to both the Coast Guard Auxiliary and U.S. Coast Guard.

“Our goal in forming the Photographic Corps is twofold,” according to Nick Tarlson, Department Chief – Public Affairs. “First, to increase both the quantity and quality of photos depicting the Auxiliary and telling the story of who we are and what we do, and second, make this resource available to local Auxiliary and USCG units, as well as other national departments.”

Currently there are 24 members serving on the Photographic Corps, and they are disbursed throughout the country.

“Our plan is to increase that number to around 100 photographers by NACON,” said Tarlson. “Once we grow the Photographic Corps, we hope

to have a skilled photographer available in many areas of the country, which will help us expand our external media campaign, and thus get more media exposure for the Auxiliary.”

The Photographic Corps is in the process of building a database of high resolution photos available for print publications.

To view images, go to the Auxiliary Image Library at http://cgaux7.org/imagelibrary/search_images.asp then select “photos” as image type, and enter “PG” in the key words section, then search.

If you know of a skilled photographer who would make a great addition to our team, have them contact Bob Dennis, said Tarlson. Dennis’ email address is rjdennis5@cox.net

To contact a member of the Photographic Corps, or to arrange for coverage of an upcoming event, visit <http://www.auxpa.org/dept/photo-corps.html> or email Bob Dennis BC-AIP at rjdennis5@cox.net 📷



Winter OPs 2 – It's plenty cold! Photo by Jason Farrow D1SR FL72

a Picture Is Worth a Thousand Words



Fleet Week 2003 San Francisco Bay, CGAUX Vessel *Footloose*.

Photo by Linda Vetter, D11N FL19.

Flotilla 8-11 D11NR has been operating in ocean waters in and around Crescent City Harbor in Northern California since November 2001 offering boaters a range of services including a friendly tow now and then. *Photo by Anthony Barron, SO-CM 8, 11NR*





In Search of Operational Excellence

Flotilla 8-11 of Crescent City, Calif. Is Among the First to Earn this Coveted Award

BY ANTHONY BARRON
SO-CM 8, 11NR

Since its inception in the summer of 2003, the Operational Excellence Award has been admired and desired by many Auxiliarists; however, relatively few have achieved it thus far.

In a little coastal town on the rugged Northern California Coast, a small Auxiliary flotilla with about 40 members has met the challenge and is among the first in the nation to have achieved Operational Excellence.

What makes this an even more monumental moment is that Flotilla 8-11 has been in existence for less than three years when they took on and conquered the Operational Excellence challenge.

Trained in basic seamanship by Group Humboldt Bay, Crescent City Flotilla 8-11 (located approximately 80 miles north of Group Humboldt) was initially assigned to operate Coast Guard vessel 214505. There are many fishermen in their area of responsibility, and when the USCG Cutter *Dorado* is at sea, the flotilla represents the only Coast Guard presence in the area.

As they matured in their skills, a larger boat was assigned — Coast Guard vessel 254851. The 851 is fully equipped with all the latest electronics, radar, GPS, and VHF radios. Learning how to operate the equip-

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With the USCGC *Dorado* in the background, Flotilla 8-11 members prepare to get underway for another patrol.

Photos by Anthony Barron, SO-CM 8, 11NR



Crew Member Helen O'Connor helps with cleanup at the end of a patrol.

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ment was a challenge, but that didn't deter Flotilla 8-11.

Established in November 2001, Flotilla 8-11 has been operating in ocean waters in and around Crescent City Harbor ever since. Their area of responsibility is a five-mile radius around the harbor. Since they are using a Coast Guard vessel, all crew members are qualified Boat Crewmember, using the U.S. Coast Guard standards. They are regularly trained, tested and evaluated by BMC M.P. Leavitt of Group Humboldt Bay.

The flotilla gets its cases from Group Humboldt Bay and works side by side with the USCG Cutter *Dorado*, which



RADM Kevin J. Eldridge, left, and Jeff Corning discuss plans for the day. *Photo by Anthony Barron, SO-CM 8, 11NR*

is moored in the same harbor. They also carry pagers and can be called on by the Del Norte County Sheriff Department to assist or take a case.

In 2004 Flotilla 8-11 has been on over two dozen SAR cases, and more than 35 since that first one on May 2, 2003. That was just one day after they were given the keys to Coast Guard Vessel 214505. The crew does training two to three evenings a week and safety patrols on weekends.

Maintenance of the 851 is a continuing labor of love. A wash job and flushing the engines after each run is standard procedure and all crew members share in this endeavor. A power wash of the hull is something Flotilla Commander Thom O'Connor takes personal pride in and supervises each

session. All maintenance needs are reported to Group and they respond in a timely manner.

The Operational Excellence curriculum is a little different compared to what Helen O'Connor is used to. "Most days I'm a teacher of 6th graders at the local middle school, but on some days, I double as an Auxiliarist," she said. "Like many of us in our Coast Guard Auxiliary flotilla, here in Crescent City I wear many hats. I am the FSO-PE, FSO-MS, and the VFC for our Auxiliary."

On this day, she planned to focus on being the best crewperson she can be.

"We all arrived cranked up and ready to go," she said. "There were lots of pats on the back and excitement. Many of us thought 'we'll do fine, we

have been practicing all week. Heck, we've been practicing for three years,' or 'we'll be fine, what are they going to do, fire us?' (Lots of laughs over that one.)

"But, down deep, we all wanted to do better than fine. We wanted to do great. That's what makes us who we are," she added.

The Operational Excellence Challenge took place in the fall of 2004, administered by USCG Group Humboldt Bay.

It covered boat inspection, communications, de-watering pump deployment, plotting and navigation in ocean waters, search pattern execution,

SEE **EXCELLENCE** PG. 24



"With safety as our first priority, we all worked together to standardize our training," said Jill Munger, FSO-PB. *Photo by Anthony Barron, SO-CM 8, 11NR*

All crew members are qualified Boat Crewmember, using the U.S. Coast Guard standards. *Photo by Rosemary Halldorson, SO-MT 8, 11NR*



EXCELLENCE

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MOB drill, stern tow and side tow. CWO4 R. K. Loster, BMCM Michael Leavitt, and CWO3 William Toroni were the Coast Guard officials conducting the test.

Boat inspection was the first part of the test and the 851 was 100 percent "good to go." Maintenance records were all up to-date and all systems were operational, all equipment — from Mustang suits to pyro-vest to de-watering pump were — inspected. The 851 was ship shape and squared away.

De-watering pump deployment was done on the dock and a three-minute time limit was in effect. All crew members were tested by CWO4 Loster and all passed. The fastest time was 1 min. and 20 sec. achieved by Dennis Melton and Helen O'Connor.

Communication was next on the agenda.

This required knowledge of all Coast Guard working channels, the phonetic alphabet, and proper pro-words. Setting up a radio guard for the mission was also among the topics that CWO4 Loster considered in this segment of the test. The flotilla provided their own radio guard. Coxswain Rosemary Halldorson stood radio watch and was in constant contact with all the boat crews as they performed their tasks.

Plotting and navigation was a very important segment of the mission. Coordinates were given to the crew, a course had to be plotted on the chart and then way-points had to be input to the GPS. Once on scene, search patterns were executed and positions reported to base. Simple and clear communication and execution of skills necessary for a safe and successful mission was what BMCM Leavitt was looking for and that's exactly what he saw.

Stern-tow and side-tow evolutions were next.

Again BMCM Leavitt did the testing. Three boat crews were mustered from the membership with crew qualifications. Each crew was composed of one coxswain and two crewmen. Each crew in turn was tested on their skills and proficiency.



Crew Member Alan Porteous enjoys a lot of things about his days on the water, including taking in the natural surroundings. Photo by Anthony Barron, SO-CM 8, 11NR

According to Jill Munger, FSO-PB 8-11, "With safety as our first priority, we all worked together to standardize our training. Each of us took the time to understand the reasons for our actions, like putting the eye of the line on the cleat or calling our speed out to the coxswain. What a great team effort and personal growth spurt for all of us. It is with great pride that I call myself a crew person on this excellent team and I look forward to our next great challenge together."

"As the day proceeded, our teams met each event with enthusiasm and high spirits," said O'Connor. "There were moments of quiet anxiety, from time to time, but overall, we were focused and ready to get it done. Our proctor and organizers were efficient and supportive and by day's end the news was good. All three teams had met the goals for



Pride in a job well done is a big factor for members of Flotilla 8-11. Photo by Anthony Barron, SO-CM 8, 11NR

Operational Excellence."

According to O'Connor, "Every crew member there said there is always room for improvement. We all could point to something we could or would do differently next time, but the reward of passing our operational inspection and achieving the award

was terrific."

The event can probably be summed up best by Rosemary Halldorson FSO-MA 8-11 11NR, who said: "Good training gets good results." 🏆

Ed Sweeney DC-Ad contributed to this story.



Coast Guard Auxiliarist Terrie Verna of Flotilla 29 at the helm of Coast Guard owned, Auxiliary operated Vessel 275917; with Auxiliarists Pete Delaney of Flotilla 14-04 (l) and Falk Kantor of Flotilla 7-10 (r) during a patrol of the Potomac River on the 2005 Presidential Inauguration Day. Braving snow and frigid temperatures in the teens, with wind-chills of zero-degrees, 58 Coast Guard Auxiliarists augmented Coast Guard Station Washington, DC, during Presidential Inauguration events over a nine day period. *USCG Photo by Joseph P. Cirone, USCGAUX*

Hail to the Chief

Auxiliarists Play a Role in Helping the Presidential Inauguration Go Smoothly

BY JOSEPH P. CIRONE

Fifth Coast Guard District - Southern Region

"I do solemnly swear that I will faithfully execute the office of the President of the United States and will, to the best of my ability, preserve, protect, and defend the Constitution of the United States."

On Jan. 20, 2005 in Washington, D.C., President George W. Bush,

spoke those words and took the oath of office, beginning his second term.

While 42 other Presidents have taken the same oath in years past, this was the first inaugural since the attack on the United States in 2001. Thanks to the efforts of many people, including a contingent of U.S. Coast Guard Auxiliary members, it went off without a hitch.

Early on, the Department of Homeland Security (DHS) announced

that the Inauguration was designated as a "National Special Security Event."

The U.S. Secret Service (USSS) then assumed the role as the lead federal agency, designing, implementing and coordinating an operational security plan. Employing existing partnerships with federal, state and local agencies, the goal of the operation was to provide a safe and secure environment for the event and those in attendance.

Described as "unprecedented," the



With a Coast Guard boat in the back-ground heading out on a patrol, Coast Guard Auxiliarist Falk Kantor of Flotilla 7-10 finishes clearing two inches of snow from the deck of Coast Guard owned, Auxiliary operated Vessel 275917, prior to getting underway from Coast Guard Station Washington, DC to patrol the Potomac River. Braving snow and frigid temperatures in the teens, with wind-chills of zero-degrees, 58 Coast Guard Auxiliarists augmented Coast Guard Station Washington, DC, during Presidential Inauguration events over a nine day period. *USCG Photo by Joseph P. Cirone, USCGAUX*

USSS oversaw efforts that resulted in “the tightest security in the history of the United States; utilizing a large contingent of law enforcement from around the country; and, every technology available,” according to published reports.

The Coast Guard established a temporary security zone in the National Capital Region, barring all non-government vessels from entering the zone, which included Washington, D.C. and parts of Northern Virginia and Southern Maryland. The Federal Aviation Administration (FAA) established a temporary “no-fly zone” in the same vicinity.

Special Coast Guard K-9 teams performed sweeps of commercial vessels and their passengers in the area. Overall, nearly 7,000 law enforcement officers helped secure the Capital region.

When the request for Auxiliary assistance, in support of Coast Guard Station Washington (STAWASHDC), D.C. was made, Barbara Allen, Division Captain of Division 2, which

covers the Nation’s Capital, and parts of Northern Virginia and Southern Maryland, began making plans.

Barbara, and husband, Ken Allen (Division 2’s operations officer), coordinated with STAWASHDC to determine their needs and for making use of the Coast Guard-owned, Auxiliary-operated, 27-foot Boston Whaler (UTL-T).

They then worked with Divisions 7, 8, 11, and 15 (Maryland), and Division 14 (Northern Virginia), to supplement Division 2’s resources in order to provide the number of boats, crews, and watchstanders needed to cover an operational surge period that lasted nine days. During the surge period, numerous pre and post-Inauguration Day events took place in the capital.

For the Auxiliarists who participated in the surge operations, preparation began well in advance. Active-duty Coast Guardsmen from Coast Guard Activities Baltimore, M.D., conducted special training courses for them in selected topics so they would be better prepared for the operation.

Once the temporary security zone was put into place, the Auxiliary went into action.

Auxiliary watchstanders from Divisions 2, 11 and 15 augmented STAWASHDC by providing 24-40 man-hours per day, freeing additional active-duty and reserve personnel to staff the station’s boats.

Auxiliarists, from Divisions 2, 7, 14 and 15, staffed the UTL-T and other Auxiliary boats, completing 21 patrols and contributing a total of 132 patrol hours in support of the operation. The effort freed two active-duty boats and crews to be deployed where their presence was most needed.

Donning dry suits, gloves and hats; and braving frigid temperatures, with winds of 15-20 knots and wind-chills of zero-degrees the Auxiliary boat crews worked with their STAWASHDC active-duty counterparts, components of two specially-deployed Marine Safety and Security Teams (MSST),

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A Coast Guard Marine Safety and Security Team 9110 member from Boston, MA, shows Auxiliarists Terrie Verna of Flotilla 29 (l), Falk Kantor, a Coast Guard reservist, and Auxiliarist Pete Delaney of Flotilla 14-04 (r), the M-60 machine gun aboard Coast Guard Vessel 25454, during a break from patrol on Inauguration Day. Braving snow and frigid temperatures in the teens, with wind-chills of zero-degrees, 58 Coast Guard Auxiliarists augmented Coast Guard Station Washington, DC, during Presidential Inauguration events over a nine day period, conducting patrols of the Potomac River and performed radio watchstanding duties at the Station. Photo by Joseph P. Cirone

INAUGURATION

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and the Coast Guard Cutter Beluga (WPB-87325), to patrol the nation's capital on the Potomac and Anacostia Rivers.

In spite of one snow storm, which left two inches on the ground and reduced visibility to one-quarter of a mile, followed by a much more potent snow storm a few days later, the crews endured the cold. They also fought the ice which quickly formed on the decks and gunwales of the boats, from the water's spray, to perform their mis-

sions without incident.

The boat crews also worked in conjunction with Coast Guard and DHS helicopters patrolling the skies overhead. Coast Guard boarding teams went into action, when necessary.

Reflecting on the success of the operation, LT Frank Del Rosso, commanding officer of Coast Guard Station Washington, DC, estimated a need for an additional four or five more personnel to perform watchstanding duties and two additional boats and crews, if he hadn't been able to call upon the Auxiliary.

He was grateful for the local knowledge that Auxiliary watchstanders and

boat crews brought to the operation, helping guide Coast Guard personnel new to, or temporarily deployed, to the area.

Del Rosso said, "I have 45 to 50 Auxiliary platforms and approximately 200 Auxiliarists, in Divisions 2 and 14 that I can call on. Because we have just 25 active-duty personnel and a few reservists, the Auxiliary is a huge part of Station Washington."

In summarizing the contributions of the Auxiliary to the operation, Del Rosso said, "We couldn't have done it without the Auxiliary support. Their support enabled me to put my people where their firepower needed to be." 🌟

STRUCTURED RECRUITMENT PROGRAM BRINGS SUCCESS FOR AUXILIARY AVIATORS

BY RON DARCEY
FSO-PA 31 11N3

Aviation Observers Needed

Soon after qualifying and beginning flight operations, Observer Leo Gross and First Pilot Ron Darcey realized a very necessary need to increase the ranks of aviation observers.

There were lots of pilots and aircraft but not enough observers to fill the cockpits. That meant pilots were doing double duty as observers — and two pilots on patrol meant only one airplane in the air rather than two.

They decided a ratio of four observers was needed for each aircraft facility to assure enough personnel would be available to fill the ranks. An aggressive recruitment effort was needed and the two teamed up to make it happen.

First to be addressed was development of a recruitment program and organization of a comprehensive

John Theilen, left, observer, and Ron Darcey, pilot, are shown on a routine safety patrol. *Photo by Ron Darcey*

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Squadron D-11N safety officer Randy Parent (standing) helps Vick Linsey, left, the mission's observer, and Cathy Culver, pilot, with cockpit familiarization. *Photo by Ron Darcey*

OBSERVERS

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new member introduction packet. Second, initiate a public affairs campaign using radio and newspaper to create awareness for Auxiliary Aviation and the need for air observers that would generate enough interest to hold recruitment meetings once a month on a weekday evening at the airport from where the aviators operate.

The Auxiliarists assembled an impressive package of materials consisting of current and available Auxiliary brochures, the New Member Reference Guide and Auxiliary pamphlets *Charting Your Course for Service in the United States Coast Guard Auxiliary*, and *Volunteer to Make a Difference*.

Completing the packet included a new member application, interview form and a two-page outline that details Auxiliary Aircrew descriptions, qualifications and currency requirements, a

document of military protocol and, the squadron's required Observer Ground School.

To greatly simplify introduction into the Auxiliary and guidance through Auxiliary Web sites, a concise, step-by-step process into the Auxiliary and new member procedure is provided. All of this is topped off with the Coast Guard's promotional folder *The Shield of Freedom* brochure, provided by Coast Guard Island Alameda, Public Affairs.

To kick off the recruitment campaign, local media was contacted and supplied with an Air Operations fact sheet (outlining only Auxiliary Air Operations — enter target marketing), news releases of Air Observer recruitment and dates for observer orientation and recruitment meetings.

To fully involve the media of the impact of Auxiliary Air Operations, reporters are invited to take part in a routine patrol that has been readily accepted. The results of one such

patrol led to a front page story circulated through all five of the media's newspaper subsidiaries. The cumulative effect of this single story continues to create awareness for Auxiliary Aviation, and solicit interested prospects on an average of eight men and women per month attending observer orientations.

Gross and Darcey conduct the orientation in tropical uniform to professionally represent the Auxiliary and introduce the organizations role and missions in a military manner.

Orientation begins with a primary introduction for membership. This includes covering security requirements such as the need for fingerprinting, background check, the reasons and the time these necessities take (explaining that during the background check new members are allowed to progress through Observer Ground

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Rollin' on the River

Auxiliary Members Bring Local Knowledge to Bolster Security Patrols on the Mississippi River



Erston and Karen Reisch inspect security lights installed after 9-11 at the Algiers Locks in New Orleans.

Photo by Ricard Eberhardt

BY RICHARD EBERHARDT

Flotilla 04-09

Jimmy Duckworth was managing one of his family's tire stores in New Orleans, La. when the four commercial airliners were hijacked on 9-11. Like so many other Americans, his world would change dramatically.

As a Coast Guard reservist, LCDR Duckworth was called to active duty. While his reservist job was overseas vessels inspection, his new title would become Chief of Port Security for the bustling Port of New Orleans.

"There was no port security in New Orleans since World War II, at least not

in a wartime sense," Duckworth explained. Instantly, there was a need for patrols and increased security.

The Coast Guard activated 110 reservists to help the Marine Safety Office (MSO) New Orleans with the new security duties, but initially had little in the way of additional office space or patrol vehicles needed for the influx of personnel.

There was a shortage of weapons and the reservists had limited, if any, security training, Duckworth added.

The activated reservists shipped in from all parts of the country. Most had never seen the Mississippi River.

"The first thing they learned was the

river can kill you," Duckworth said, referring to the swift currents and eddies that are so treacherous and so common. "Then they learned we had some bad neighborhoods along the river where you can get killed. The reservists also quickly learned they could get into trouble on Bourbon Street."

But assigning the few locals in the unit who understood the Mississippi River with the many newcomers coming in was not working out. There were just not enough locals.

SEE **MISSISSIPPI** PG. 32



Erston and Karen Reisch observe a tow locking through the Inner Harbor Navigation Canal lock in New Orleans during a security patrol. Photo by Ricard Eberhardt

MISSISSIPPI

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Duckworth quickly recognized he needed outside help from people who already knew the river.

Duckworth called the Auxiliary.

The first call he made was to Erston Reisch Jr. He had been in the Auxiliary only a few months, but he knew the river.

Reisch spent much of his time on boats while growing up. Later, he managed the office of a river towing company during the day, while he attended Tulane University at night.

Reisch is a member of Flotilla 04-09 in New Orleans. Living north of Lake Pontchartrain, some 40 miles from the Auxiliary meeting place, he was recruited by Bill Grusich, a retired river pilot, who was looking for a ride to the meetings, along with two other Auxiliarists.

After the call from Duckworth,

Reisch volunteered to help with the river watch program. He supervised reservists who had been called up after 9-11, inspecting and providing a presence on the riverfront where cruise ships docked weekly. The job would take most of Erston's weekends.

Then, six months after he took on the dockside inspections, Reisch suffered a stroke.

As he began to recover, he wanted to attend the Auxiliary meetings again. Karen, his wife, took over the driving and sat in the back of the room during the meetings. But she wanted to do more than just sit in the back.

"I can do this, too," Karen said. She joined Flotilla 04-09, and currently is now Flotilla Commander. Erston Reisch Jr. is past commander.

Twice a week, Erston and Karen patrol the river levees, visit chemical plants along the banks and inspect barge fleets. They pass out literature to joggers and bicycle riders on the levee

trails, adding more eyes and ears to the vigilance mix.

Other Auxiliarists also joined in patrolling.

Chuck Bertetto, a recent retiree from the Louisiana Offshore Oil Port (LOOP), joined the Auxiliary shortly after 9-11 and conducted patrols, concentrating on fleeting and crew boat services, handing out literature to the professional mariners and generally "making them aware of security issues."

He also visited pleasure boat dealers to spread the word to civilians.

"We used marked government vehicles," Bertetto said. "A big part was showing the flag and having a presence."

Using his private sector experience where he scheduled tanker arrivals at LOOP, Bertetto was also instrumental in helping MSO New Orleans set up the vessel arrival procedures used to keep track of literally thousands of

commercial vessels which transit the Mississippi River yearly.

Another active participant was Capt. Jim Umberger.

Retired from the Coast Guard in 1992, Umberger has an impressive Coast Guard resume, including Captain of the Port in Chicago, Port Operations Officer in New Orleans, Chief of Environmental Protection for the 8th Coast Guard District, Commanding Officer of Vessel Traffic Service in New Orleans and Director of Auxiliary in the 7th District.

"At the time, the Coast Guard didn't need any more captains," Umberger said with a smile. So he put on working blues and made the security patrols with the other Auxiliarists.

The advice Umberger gives while on patrol is simple.

"If it's an imminent threat, call the nearest law enforcement agency. If it's unusual activity, something that is not the normal routine, call the Coast Guard number in Washington."

The National Response Center number is 1-800-424-8802.

Umberger is now National Branch Chief for Waterway Management in the Marine Safety Division, a job in which he advises Captains of the Port on how to fit Auxiliary members into the security mix.

Chris Reider is another member of Flotilla 04-09. As one of the elite group of Mississippi River pilots, Reider's job is to guide deep draft vessels on the river. With his job, he's constantly talking to other river pilots and towboat wheelmen.

Duckworth credits Reider with "reporting problems on the river, while mostly from the prospective of a pilot. Our relationship is extremely close because he's also an Auxiliary guy."

The area of responsibility for MSO New Orleans is divided into eight sections downstream of Baton Rouge and running to the Gulf of Mexico. Originally called the River Watch Program, it is now the Critical Infrastructure Patrol.

Each facility is visited at least once a week. It's a big job and Auxiliarists fill in to help with the workload.

Much of patrolling is "showing the flag" at the identified critical facilities. Karen and Erston have taken to stop-



A wayward navigation buoy is marked by Erston and Karen Reisch while patrolling the Mississippi River levee as part of the Auxiliary assistance to the Coast Guard Critical Infrastructure Patrol. Photo by Ricard Eberhardt

ping at facilities and getting the business cards of the security directors that list phone numbers for emergencies.

"When we go back, we know who to ask," Karen explained, showing a plethora of business cards arranged by location in the master patrol book she carries. The idea in visiting the river-front facilities is to collect and share ideas about security concerns, not to snoop on the facilities.

When the Reisches began patrolling, the newly called-up reservists, with whom they worked, had no idea where the facilities were situated when they called in.

"We developed a MapQuest route to each dock," Karen said, as Erston was driving. She then went to the state tourism bureau office to get maps to place in each Coast Guard vehicle.

In December last year, the Reisches stopped at barge fleets to notify them of the high water requirements for extra mooring lines, and to check that the lines were actually deployed.

When the river rises, as it did early this winter, more lines and cables are required to prevent barge break-aways as the current rips along the shoreline.

Capt. Paskewich credits the Auxiliarists with much of the notification and inspection process.

"Auxiliarists relieve the active duty personnel of the need to stop other critical functions to inspect barge fleets," Capt. Paskewich said. "There are maybe 88 barge fleets between New Orleans and Baton Rouge with barges rafted together like big parking lots. If barges break loose, we have a

big problem."

And while Auxiliarists have no law enforcement authority, Capt. Paskewich said "their presence does keep the barge fleets honest" in putting out the required extra lines.

On a recent patrol, for example, the Reisches discovered a number of navigational buoys (aids to navigation, or ATONs) which had broken loose upriver, floated down stream, and were snagged by trees along the shoreline.

Erston used the handheld GPS he brought from his sailboat to pinpoint the location of the buoys for MSO New Orleans. Karen cross-referenced the location by using binoculars to read street signs at the foot of the levee. A winch truck is available to recover the wayward buoys.

The Marine Safety Office in New Orleans received a Meritorious Unit Commendation Award for integrating the Coast Guard Reserve and Auxiliary as a team.

Auxiliarists augment the active duty Coast Guard who would otherwise be overwhelmed by the demands of checking each identified critical facility every week.

"We continue to need Auxiliarists to handle more jobs to relieve the active duty Coast Guard," LCDR Duckworth said. "We're looking for self starters who show up and dig in."

"The Coast Guard is using the Auxiliary in novel ways," CAPT Paskewich added. "The Auxiliarists have identified a niche where they can step in and help, where the active Coast Guard is stretched thin on resources." 🌟

Reach Out and Touch the Media

A PA's Decision to Contact His Local Cable Television Provider Opened the Door for Auxiliary Coverage

With boating season just ahead, a priority for flotillas around the county is getting the message out to the public about the importance of boating safely. How to deliver the message, however, can test the creativity of any public affairs officer.

For the East Coast's Division 8 an answer to the question was contacting the region's local cable television provider and simply asking the news department to help.

"I knew that broadcast and newspaper media always are looking for good stuff, but they want the people contacting them to provide the basic information in order to get something out there," said Joseph Giannattasio FSO-PA with Flotilla 8-2, Cape May, N.J.

Giannattasio said two years ago he came up with the idea of contacting the news director of the Comcast Newsmakers show about promoting the flotilla's boating safety classes. But the staff at CN8 wanted a broader scope.

"They gave us a spot where talked about boating safety and boating legislation," he said. That was two years ago.

Comcast Newsmakers is a five-minute interview program that airs twice an hour on CNN Headline News featuring community leaders who



Getting coverage for Auxiliary programs is just a matter of being willing to reach out to the media, says Joseph Giannattasio, SO-PA, left, shown here with Comcast Newsmakers Correspondent Jill Horner, and Chris Winans SO-MT at CN8's broadcast facility. Photo by Joseph Giannattasio\

speak on the issues that impact the region.

This spring Auxiliarists from Division 8 were interviewed by CN8 cable television correspondent Jill Horner for two separate segments to be aired for the upcoming boating season.

Chris Winans, SO-MT, discussed the importance of boating safety with examples and recent statistics. Topics included general safety tips, Boating Safety Classes, and Vessel Safety Checks.

Giannattasio, SO-MSEP, highlighted pertinent facts about the Auxiliary and detailed the focus of the Marine Safety - Environmental Protection program, and informed viewers about America's Waterway Watch.

Both segments are scheduled for broadcast throughout 2005.

Giannattasio said because Division 8 covers a tri-state territory and the Comcast Newsmakers show reaches into the same geographical area it was decided the media contact would

should be done at the division level instead of the flotilla level.

But he added that different parts of the country have different needs and flotillas should try contacting local media outlets. "For example some colleges have their own local cable or news shows, and some small towns might be open for local stories," he said.

Another idea is to show appreciation when media coverage is achieved.

"We presented the show with a certificate of appreciation," he said. "The news director was so impressed that he said 'anytime you need anything call us.'"

Where did Giannattasio get the certificate? He made it up on his computer. "It really doesn't take much to show someone you appreciate what they did," he added.

Giannattasio also had a final word for his fellow PAs — take the initiative.

"If you wait for a newspaper to come to you, you'll be waiting a long time," he said. "You have to go to them." 🍷

WANT TO ATTEND A "C" SCHOOL?

Here's what you need to know

Coast Guard Auxiliarists have an opportunity to gain additional knowledge, skills, and qualifications by participating in training programs.

Participation in training enhances the Auxiliarist's competence and enables increased professionalism in the performance of most Auxiliary services. The Coast Guard has budgeted approximately \$700,000 for Auxiliary "C" Schools in FY 2005.

Following are a few questions and answers about attending "C" School.

What is a "C" School? Class "C" Schools are Short Term Resident Training schools. These schools are usually one week or less in duration and are paid for out of Coast Guard training funds. You donate your time and the Coast Guard pays for the travel costs.

What "C" Schools can I attend? Auxiliarists are eligible to attend any "C" School provided they meet the course prerequisites, and their training request is approved by the program manager for that "C" School. The chief director, Office of Auxiliary (G-OCX) is the program's manager for the "C" Schools that are specifically designated for Auxiliarists. It is important to note under current policy a member may only attend one "C" School per year and that a member may not attend a "C" School if they have previously attended that course. That's because demand for "C" Schools is high. Waiver of policy requirements should be noted on training requests.

How do I know what "C" Schools are available? The schedule of "C" Schools is published online at <http://www.uscg.mil/hq/tqc/1540TableofContents.htm>. Select "Auxiliary" from the pull down menu with "Links for Class C Schools CLCVN's" in the box.

How do I apply for a "C" School? You fill out a Short-Term Resident Training Request (STTR). You then route the STTR up the chain to the Director of Auxiliary (DIRAUX) for your district. The specific routing for the STTR depends on your district/division. The form is available online at <http://www.uscgaux.org/~forms/archive/a7059f.pdf>. STTRs should reach the DIRAUX no later than 60 days before the class-start date.

If I sign up to go to a "C" School, why is it important for me to attend? Every "C" School quota is a valued and trusted investment. The Auxiliary has been running at a 26 percent wasted quota rate for the last three years. These Auxiliary quotas are funded by the Coast Guard at \$1,500 each. Each quota

wasted by a late cancellation or no show, goes unused and creates future funding exposure for the Auxiliary. The Coast Guard has advised the Auxiliary training leadership that they will deduct wasted/no show quotas from future allocation funding levels. That represents a potential loss of over \$125,000 annually. We all need to be aware of this problem and be good stewards of these funds. All "C" School registrations come with an individual responsibility to make sure each quota is used.

How do I get my orders/notification that I am approved to attend the course? The goal is to issue orders 30 days before the start of a specific class. Orders are e-mailed directly to the member by Direct Access. You must have an accurate e-mail address in AUXDATA for this to happen. The DIRAUX can print out your orders and mail them to you if you do not have a valid email address.

What about travel to the "C" School? The orders will contain specific information about travel to the class. You should use the government contracted travel agency for your district. Your DIRAUX can provide this information to you. You will need your Travel Order Number (TONO) from your orders to make government travel arrangements.

Where do I stay? Specific berthing arrangements vary from class to class. Information will be provided in the comments section of your orders.

Where do I go for the training? Training locations vary from class to class. Specific information will be provided in the comments section of your orders. Most of the time, training will be held at a Coast Guard Training Center such as the Coast Guard Academy, New London, Conn., Training Center Yorktown, Va., and Training Center Petaluma, Calif.

How do I file a travel claim? You fill out a form Travel Claim Voucher (Form DD-1351-2) which can be found at <http://www.uscgaux.org/~forms/archive/dd1351-2f.pdf>. Print out the completed form, sign it, attach copies of receipts for lodging (required), receipts for items over \$75, attach your orders, and forward via the chain of leadership to your DIRAUX.

How do I find out the status of my travel claim? You may find out the status of your travel claim by going to the web site: <http://www.uscg.mil/hq/psc/tvl.htm#tps>, or calling (toll free) Personnel Support Command at 1-866-PSC-USCG (1-866-772-8724).

How do I find out what I was paid for? A Travel Voucher Summary (TVS) details what travel expenses you were paid.

Crew members stand next to a twin-engine Cessna 401, one of the flotilla's offshore and training aircraft.

Photo by Ron Darcey



OBSERVERS

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School and non-operational Auxiliary training). This is followed with an outline of Auxiliary history, entrance into the aviation program, qualifications and the stringent currency requirements required for Squadron D11N, and an outline and dates of training and operational activities.

The recruiters also stress the respect and value the Coast Guard places on the district's Auxiliary aviators as members of Team Coast Guard.

Once the first phase of the introduction is completed, detailed new member packets are handed out and carefully

reviewed page-by-page. This phase covers member involvement, time required to complete observer qualifications and in particular, personal dedication to the aviation program, training and currency requirements. All aspects are carefully discussed to leave no doubt that commitment is paramount to becoming a fully qualified observer in a respectable period of time.

A question and answer period concludes the introduction phase that is followed by the new member interview, completion of applications, date to complete the new member exam, times of flotilla meetings, Observer Ground School, other required training programs and relevant activities.

At the conclusion of each orientation, the recruitment effort leads to about three of every five persons attending into Auxiliary membership.

Response to the recruitment blitz is a constant stream of interested prospects into the Aviation program. Enthusiasm with the orientation, follow-up Observer Ground School and flying is such that new members are adding to the cumulative effect, introducing personal friends and associates into the orientation each month.

Started in May, 2004, the recruitment campaign has brought aboard 38 new members and projections suggest that by year's end this number is expected to be equaled. 🌀

'C'SCHOOL

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You may access the TVS on the CG Intranet
https://cgweb.fincen.uscg.mil/tvs_aux/.

How do I get credit for completing the course? Once you have fulfilled all the course requirements (some courses have post-attendance requirements), the lead instructor for the course will forward a class roster to G-OCX within 30 days of the course completion date. You will also get a course completion certificate from the lead instructor. It is your responsibility to forward a copy of that course completion certificate via the chain of leadership to your DIRAUX for filing in your personnel file at the DIRAUX.

What else should I know?

Participation in Auxiliary "C" Schools is a benefit provided to you to assist you in performance of your Auxiliary duties. However, "C" School quotas are valuable and cost on average \$1,500 per quota. If you request a "C" School and then cancel at the last minute or do not show up for the class, then that money is wasted as there are only a limited number of classes scheduled. "C" Schools are intended to give you knowledge and skills to help you perform your job in the Auxiliary. As such, some "Return-On-Investment" is expected. In other words, you would be expected to perform in a particular staff position or function for a period of time after you completed a "C" School associated with that staff position.

Where can I get more information? Eventually all "C" Schools will have student support pages that can be accessed through a central learning portal at <http://cschool/auxservices.org/>. Student support web pages will be set up for most "C" Schools. The link for those classes with support pages will be provided in the comments section of the orders. Student support pages for those "C" Schools without them will be created soon.

SUMMARY

"C" Schools increase your knowledge and skills. Plan for them well in advance and submit your requests early. Completion of "C" Schools will benefit you and the Coast Guard. 🌀

Auxiliary Chairman Selected for Coast Guard Mutual Assistance Campaign

National Commodore Gene M. Seibert has announced the appointment of Commodore Joseph Lanz, PNACO, as Auxiliary National Chairman for the 2005 Coast Guard Mutual Assistance (CGMA) fund-raising campaign.

COMO Lanz will head up a committee of district/region representatives formed to promote the CGMA fund-raising efforts at district/region, division and flotilla levels. The Campaign runs from April 1 to April 30 this year but contributions will be accepted and encouraged throughout the year.

Coast Guard Mutual Assistance (CGMA) is the Coast Guard's own relief society, providing financial assistance to all families in the Coast Guard community, Auxiliary families included. Its mission is to promote the financial stability and general well being of its members through loans, grants, and financial counseling. Along with need-based emergency and general financial assistance, CGMA also offers Auxiliary members a number of education assistance programs. This past year, CGMA provided close to \$26,000 in assistance to Auxiliary members.


Since its inception in 1924, CGMA has given Coast Guard people the opportunity to help one another through times of distress and need. It has developed a strong reputation for fair, effective, and efficient use of member contributions.

The future of CGMA rests upon the generosity of its mem-

bers. The need for assistance among Coast Guard families has grown over the past several years. Without an on-going infusion of funds, CGMA, a valuable and time-tested resource for meeting the financial needs that arise within the Coast Guard family would be hampered in providing this level of assistance.

Many of you have been putting in long hours with Active Duty and Reserve counterparts, and have probably seen firsthand some of the unusual family financial needs that crop up as op tempos increase and members are called upon to work even harder than before.

During this year's fundraising campaign, Auxiliary members will each receive, via their flotilla commanders, a letter of appeal and a response envelope. Please give generously to support fellow Auxiliarists and others in the Coast Guard Community.

Of course contributions may be made at any time by check, money order, or credit card. Information and convenient contribution forms are available on the Coast Guard Mutual Assistance web site, www.cgmahq.org, or you may simply cut out and complete the attached contribution form and send it along with your gift to Coast Guard Mutual Assistance, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203-1804. Checks or money orders may be made payable to CGMA. 

CGMA CONTRIBUTION FORM

FLOTILLA NUMBER _____

YES! I'd like to contribute to Coast Guard Mutual Assistance.
My check for \$_____ is enclosed. *(Make check payable to CGMA)*

Please mail your contribution to the following address:

COAST GUARD MUTUAL ASSISTANCE
4200 Wilson Blvd
Suite 610
Arlington, VA 22203

I prefer to contribute by Credit Card

PRINT NAME _____

STREET/APT # _____

CITY, STATE, ZIP CODE _____

SIGNATURE (FOR CREDIT CARD) _____

ACCT NUMBER: _____

EXP DATE: _____

AMOUNT _____

Coast Guard Mutual Assistance is a tax-exempt organization under Section 501(c)(3) of the Internal Revenue Code, and contributions to Coast Guard Mutual Assistance are deductible for income and estate tax purposes.

Thank you in advance for your generosity.

Please visit the CGMA web site or call CGMA Headquarters at 1 (800) 881-2462 if you have any additional questions.

BRAGGING RIGHTS

BoatU.S. Presents 'Best Flotilla in the Nation' Award to New Jersey's Flotilla 22

BY PAULETTE NEDROW FSO-PB,
AND DONNA COLE CH-UF,
Flotilla 22

At the Coast Guard Auxiliary National Convention in September 2004, the BoatU.S. Foundation presented Flotilla 22, D1SR the BoatU.S. "Best Flotilla in the Nation" Award. Flotilla 22, Sandy Hook, N.J. was recognized as the best of 1,200 Coast Guard Auxiliary flotillas for their activity and achievements during 2003.

Flotilla 22 was founded in May 1942 as Flotilla 311 of the Jersey Shore Division. The flotilla provided men and vessels for the patrol of the New Jersey beaches and shores. Members also patrolled the two rivers, the Shrewsbury and Navesink Rivers that made up the flotilla's area of responsibility.

From the beginning, the flotilla held meetings at Coast Guard Station Sandy Hook that today is located in Highlands, N.J. Coast Guard Station Sandy Hook stands at the entrance to New York Harbor.

The flotilla's original designation as Flotilla 311 was changed to the present "Flotilla 22, the Sandy Hook Flotilla" in 1966. Today the flotilla has more than 40 active men and women who are committed to the missions of the Auxiliary. In May 1992 Flotilla 22 celebrated its 50th anniversary. The flotilla will soon mark its 63rd year of serving the United States Coast Guard and assisting the boating public of the Northern New Jersey Shore Area.

In recognizing the flotilla with the BoatU.S. Foundation award, the citation enumerated the one-year accomplishments of this outstanding unit.

In 2003 the members of Flotilla 22 did more than 10,500 hours in support of the missions of the Coast Guard and the Coast Guard Auxiliary. The flotilla conducted 815 RBS Program Visitor visits (MDV) 352 vessel safety checks, 285 marine patrol missions, 50 search and rescue missions, 225



Flotilla Commander Bill Anania with past Flotilla Commander Len Pampaloni show the BoatU.S. Flotilla of the Year award given to Flotilla 22.

Photo by William Anania

public education missions, and 140 member training missions.

Standing watch on Coast Guard cutters and acting as station watch standers at Coast Guard Station Sandy Hook added another 520 hours to the contribution made by the flotilla in direct assistance to the Coast Guard.

In accepting the award on behalf of the flotilla, Bill Anania, Flotilla Commander, commented, "We work hard to support the Coast Guard, and we're proud of our members and their achievements."

Added Len Pampaloni, Immediate Past Flotilla Commander: "Everyone worked very hard in 2003, and even harder in 2004 with special events like the Republican National Convention here in our area."

The men and women of Flotilla 22 dedicate a lot of time and expertise to help make the waterways safe for the boating public. ⚓



Left: Members of Flotilla 22, Sandy Hook, N.J., are all smiles about their BoatU.S. Award for "Best Flotilla in the Nation." Below: Flotilla 22 facility *Sea Star* on patrol in Sandy Hook Bay with Coxswain Harold Star and crew members Frank Giblin and Coleen Pinelli.

Photos by William Anania



Auxiliarists had their 'game face' on for Super Bowl Sunday
at Alltel Stadium in Jacksonville, Fla. *Photo by Rob Wescott*

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The Auxiliary Center
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St. Louis, MO 63126

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