



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

SUMMER 2005
VOL. 32, NO. 2

Navigator

STAYING VIGILANT

Summer Holidays See Auxiliarists
Keeping Watch, Saving Lives

PAGE 20

**U.S.
COAST
GUARD
AUXILIARY**



Navigator

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EDITION DEADLINES

FALL
AUGUST 15

WINTER
NOVEMBER 15

SEND SUBMISSIONS TO

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U.S. Postal mail to

P.O. Box 4501

Crestline, CA 92325

Other deliveries send

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ON THE COVER

Auxiliarist John Burns from Flotilla 82 5NR Cape May, N.J. keeps an eye out for problems during a security and safety patrol of North Cape May's fireworks display on July 3, conducted in conjunction with units from Coast Guard Station Cape May. Photo by Joseph Giannattasio, FSO-PA Flotilla 82 5NR



Bolling Douglas on her boat. *Courtesy of Lakeside on Lanier, Pamela A. Keene photo*

Bolling Douglas marks
45 years as an Auxiliarist

SERVICE IS HER PROUD JOURNEY

BY MARY LARSEN

Past Dist. 7 Commodore

"Service is a proud journey." Those words are engraved on a plaque given annually to an outstanding member of the Auxiliary for work in the previous year.

Appropriately, the award is named for Bolling Douglas and her husband, and is given to a member of her flotilla. The past 45 years have indeed been a "proud journey," the phrase sums up her years of service to the Auxiliary and to the Coast Guard.



COMO Bolling Douglas' first official photo.

Douglas' career has been marked by memorable events. She joined the Auxiliary in 1960, and founded a flotilla in Augusta, Georgia. Later she moved to a flotilla located on Lake Lanier, northeast of Atlanta, where she has remained a member.

Douglas went through the elected ranks and reached vice commodore of the Seventh District in 1978. Soon after the elections were held, the newly elected commodore passed away. After a special ballot of the district board, Douglas was elected district commodore. The Coast Guard sent a C-130 to fly the district commander and members of an official party to Dobbins Air Force Base outside Atlanta for her official installation in office.

This unconventional beginning of her term of office was followed by the unprecedented mobilization of Coast Guard forces responding to the Mariel Boat Lift, in May 1980. Named "Operation Key Ring," the Coast Guard took action and almost immediately called for Auxiliary assets to augment theirs as Cuban refugees took to the sea heading for

SEE **DOUGLAS** PG. 5

Women's Tunic Available

The Women's Tunic is now in stock and available through the Auxiliary Center (AUXCEN). The Tunic is available in sizes 22, 24, 26, 28 and 30 only. Ladies requiring smaller sizes should wear the standard uniform shirt. You may order the Tunic directly from the AUXCEN using the special Tunic Order Form www.uscgaux.org/~auxcen/auxcen/TunicOrderForm.pdf (Adobe Acrobat™ format, 158KB), a copy of which is available for downloading from the AUXCEN web site <http://www.uscgaux.org/%7Eauxcen/auxcen/index.html>. You may send an e-mail request for an electronic copy of the form to auxcen@sbcglobal.net. The Tunic cost is \$34.00 plus shipping and handling fees. 🇺🇸



Former Area Commodore - Pacific Gail Ramsey shows off the new women's tunic now available through the Auxiliary Center.

DOUGLAS

continued from page 3

the U.S.

The Chief, Office of Boating Safety contacted Douglas (who was attending her first National Conference as Commodore), with an initial request for 76 Auxiliary facilities and over 260 members. Commodore Douglas was never slow to take action; returning home immediately, she recruited a private pilot to get to Miami, then persuaded him to join the Auxiliary.

Starting with an initial briefing on May 27, planning went on into the night. The following day, Douglas met with senior Coast Guard officers in Miami, flying from there to Key West. From those meetings, the involvement of the Auxiliary was scaled back somewhat to 52 vessels and 165 members.

To support this unprecedented mobilization, crew housing, fuel and docking in the Keys was arranged. By May 31, an OPCEN had been set up and Key Ring Base Radio was on the air on Big Pine Key. By the next day, two additional radio stations were set up. For the next 18 days the Auxiliary functioned smoothly, and assumed major responsibility for search and rescue in the Keys. On June 17, the crisis had subsided, "Operation Key Ring" ended and Douglas returned to more normal demands as DCO.

After her term as district commodore ended, her service to the Auxiliary was far from over. The requirements for the boat crew program had undergone a complete revision. The need for Qualification Examiners to test and qualify members as crew, Operator or Coxswain resulted in a demand for Auxiliarists experienced in boat handling.

Douglas was among the first to step forward and go through the demanding program that was required in order to become a QE. So, the first female district commodore became the first female Qualification Examiner. As one of the first, she traveled all over the Seventh District where she was known for her attention to detail and the high standards she expected in boat crew candidates.



Bolling Douglas is shown hard at work in the bilge of her vessel FINALE.

Years before her election as district commodore, Douglas was a familiar figure on the home waters of Lake Lanier, — known for a very recognizable boat. She and her husband were the owners of an authentic Chinese junk. A vessel of that type would have stood out on any waters, but on an inland lake, it was especially eye-catching.

For Auxiliary work, she owned a more traditional cabin cruiser. Generations of Auxiliarists from the area were trained to her high standards in the boat crew program aboard her boat, FINALE. Every mission was multi-mission as those aboard were drilled in marlinspike, communications and search and rescue techniques.

In addition to the respect she earned from the Coast Guard and the Auxiliary, Douglas is well known in the boating industry. During her long career as a marine surveyor, she has often been called in by insurance companies for challenging claims. The measure of her reputation in the boating industry is evidenced by service as a member of the National Association of Marine Surveyors, Inc. She has worked as a member of the National Boating Safety Advisory Council and served as President of the American Boat & Yacht Council and is currently President of the ABYC Foundation.

Now, as Commodore Douglas retires her colors, she should take great pride in a long and distinguished career, in years of service to the Coast Guard, to the Auxiliary and to the boating world. She has worked tirelessly to make our waters safer for all. 🌀

Navigator

is the official magazine of the
United States Coast Guard Auxiliary

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Accountability:

IT'S ABOUT TAKING RESPONSIBILITY



COMMODORE

**GENE M.
SEIBERT**

NATIONAL
COMMODORE



Accountability is one of the Auxiliary's main strategic imperatives, yet to judge from feedback I hear, it's clear that many of us are confused about what this means in practice.

The essence of accountability is taking personal responsibility to ensure that, once we make a commitment, we fulfill our promises. At an individual level, for example, if we volunteer to teach a boating safety class, do VSCs at a ramp, or serve as crew on a scheduled patrol, we must complete the mission – or arrange to have qualified substitutes take our place.

As Woody Allen once said, "Eighty percent of success is showing up." There is more to it than that, but showing up is the essential first step.

In a volunteer organization we are free to accept or decline missions but once agreed, we have an obligation to deliver to the best of our ability. As one Auxiliarist put it, "Once you have raised your hand, you are no longer a volunteer."

The act of volunteering triggers responsibility and accountability. "I'm a volunteer" is not an acceptable excuse

for failing to deliver on our promises. Whether paid or unpaid, we hold service organizations to similar standards. For example, when your house is on fire and you call the fire department, you expect resources to be dispatched promptly and efficiently, whether or not it is a volunteer fire department.

As Auxiliarists, most of us take pride in behaving as professionals. As a noun, the word professional means an individual with attributes such as specialized training, expertise, or skill in performing an activity – not simply (or even necessarily) getting paid to do a job. When we say that someone brings a professional attitude, we mean that they are trained, thoughtful, reliable, and prepared. Most professional societies espouse a set of ethics that are integral to the profession. Accountability is another hallmark of being a professional.

For most of our missions we depend critically upon our shipmates in one way or another. An instructor teaching a public education class, for example, depends upon others to (1) identify a need/opportunity for a PE class, (2) advertise the class to the public, (3) arrange for the class and classroom, (4) ensure audio-visual aids are provided, (5) schedule aides if used, (6) provide texts and other materials, (7) record key data in AUXDATA, and (8) collect the class fees and deposit them in the

ON THE WEB

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

flotilla treasury.

Thus, the instructor depends (at a minimum) upon the public affairs, education, materials, information services, and finance officers. But, long before the instructor enters the classroom, someone had to recruit and mentor the future instructor and arrange for training, examination, and practice teaching sessions. And someone had to write the texts in the first place and ensure that they were properly vetted and approved. If one or more of us fails to do our job, then mission success is jeopardized.

Because we are dependent upon others, accountability is shared to a degree – but individuals remain responsible for their particular tasks.

Elected and staff officers are responsible for many functions – sound leadership and attention to detail can multiply the efforts of individual members. Conversely, errors and omissions on their part can have significant adverse impacts on the entire flotilla or other organizational unit.

When a member accepts an elected or appointed position at any level in the Auxiliary, they should do so with the full realization of the responsibilities involved and should be accountable to the members. Members have the right to elect their leaders; but they also have the responsibility to search for the best-qualified person and, if necessary, to make adjustments when elections are again held.

If you are fortunate enough to be elected or appointed you have the responsibility to

ensure that the members (and programs) under your care (1) know what the Coast Guard needs and the unit's goals are, (2) have the training, knowledge, and qualifications to do the job, (3) feel (and are) empowered to do their jobs, and (4) are committed to success.

You are accountable to the members of your unit – your shipmates and are most valuable assets – to provide these four key elements. There is simply no substitute for strong leadership, careful mentoring, and situational awareness of the people and events around you. Leaders must be engaged, fully aware of the strengths and talents of the members in their care, and alert for opportunities to trap errors and enhance performance.

Effective, accurate, and timely communication is essential to ensure that members are informed of opportunities and programs. Communication should flow upward as well as downward in an organization. Leaders need to know what is working and what needs to be fixed – best practices are ideas that need to be shared with all of our members.

The flow of communications is not solely upward or downward. The communications flow is also sideways – we should ensure that we share critical information with any members who miss a meeting or otherwise fail to get the word. For many reasons, more



Life Raft Inspectors, John Gilmore, ADSO-MS D5S (left) U.S. Coast Guard AUX and PO Mike Leathers ACTNY Port State Control, inspect a life raft from the tug boat RHEA BOUCHARD at Sea Safety International in Secaucus, N.J. Gilmore and Leathers visit the facility regularly, ensuring a close relationship with technicians who are responsible for lives that depend on life rafts. PA1 Michael Hvozda of the USCG Public Affairs Detachment Battery Park

A Matter of Safety

An Auxiliarist, trained to serve as a life raft inspector, blows the whistle on a Greek tanker

John Gilmore, ADSO-MS D5S was conducting inspections on life rafts from the Greek tanker Alpha Future on a cold, early-January day. Things were going routinely until Gilmore removed one of the 25-man rafts from its protective container. That's when he noticed an advanced stage of rot existed on 30 percent of the canopy.

While standing inside the raft, daylight was

clearly visible through the canopy fabric in the affected area.

In its present condition, the canopy would not be able to withstand adverse weather conditions and would fail, exposing its occupants to the weather and rendering the raft susceptible to filling with water, Gilmore determined. In addition to the advanced stage of rot, there were initial stages of rot clearly visible along the seams where the canopy was fused to the upper buoyancy tube.

Following both U.S. Coast Guard and Viking Life-Saving Equipment (the raft manufacturer) guidelines, Gilmore and the head service technician from Sea Safety International, an approved servicing facility for Viking, determined the raft to be unserviceable and condemned it. Management from Sea Safety International notified the vessel's owners in Greece of the condition of the raft and that it was condemned. Under SOLAS rules, the vessel could not depart from port until the raft was replaced.

SEE **LIFE RAFT** PG. 9

Completion of Trident Program components will qualify an Auxiliary member for the award of the Auxiliary Marine Safety Device, a distinctive uniform badge indicating full attainment of professional competency in the MS/MEP program.

LIFE RAFT

continued from page 8

Unaware that a U.S. Coast Guard Auxiliarist life raft inspector was on-site, the vessel owners instructed Sea Safety International "not to advise the authorities and to repack the raft and return it with the other four to the vessel."


Sea Safety International management notified John Gilmore, AD SO-MS D5S of the instructions given to them by the vessel owners in Greece. Gilmore immediately contacted Activities New York Port State Control and advised them of the situation and e-mailed photos of the raft to the duty officer, Lt. Joe Bowes.

After reviewing the material, the MSO contacted the master of the ALPHA FUTURE and advised him that the Coast Guard would not let them depart without replacing the condemned raft. Additionally, a complete vessel inspection was ordered for the ship. The ALPHA FUTURE complied by securing a new 25-man life raft. Following that, ALPHA FUTURE was allowed to continue its voyage.

Being qualified to function as an assistant life raft inspector falls under the guidelines of the Trident Program. The Trident Program is the Marine Safety and Environmental Protection Department's member training and qualifications program for personnel participating in operations and support activities with the U.S. Coast Guard's Marine Safety Directorate and local marine safety units.

Completion of Trident Program components will qualify an Auxiliary member for the award of the Auxiliary Marine Safety Device, a distinctive uniform badge indicating full attainment of professional competency in the MS/MEP program.

For full information on the Trident Program and its qualifications, please see the following link to the Auxiliary Web site:

http://www.cgaux.org/cgauxweb/news/news_m.htm 

SEIBERT

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and more of our communications are being made available in electronic form – members with access to electronic mail and the Internet should make it a point to share information with their shipmates.

Being accountable does not necessarily mean that you are perfect. We all make errors – the objective is to try to learn from these errors and seek continuous improvement.


It should be clear from the above that accountability is not a top-down concept – that is, accountability is not something imposed upon the Auxiliary by its leaders. Accountability starts with the individual member – it is bottom up because the need for accountability starts with the member and, because we are mutually dependent, flows outward and upward to include other members and our leadership.

I am convinced that the vast majority of our membership is fully committed to professionalism and accountability. We joined the Auxiliary because we were committed to public service.

Likewise, the vast majority of our members take pride in doing the right thing, right. Moreover, I am convinced that the Auxiliary is committed to and has been successful at achieving continuous improvement.

In the length of time that I have been in the Auxiliary, the quality and professionalism of our services and products has improved greatly. For example, compare the quality of our textbooks and training manuals of the 1980s with those today. Compare the knowledge, skill, and expertise of our boat crews with those 25 years ago – the boat crew program, appointment of qualification examiners, and inclusion of Team Coordination Training (just to cite a few examples) have made demonstrable improvements.

Nonetheless, we face new and greater challenges and opportunities and an uncertain funding future that will demand even more professionalism in the future. So accountability is more important than ever before.

I am confident that we will respond to these challenges and know that we can rely on you for continued commitment and accountability. 

We joined the Auxiliary because we were committed to public service. Likewise, the vast majority of our members take pride in doing the right thing, right. Moreover, I am convinced that the Auxiliary is committed to and has been successful at achieving continuous improvement.

NACON 2005 Will Offer a First-Rate Blend of Learning Opportunities, Auxiliary Fellowship and Family Vacation Opportunities



'The Winds of Change'

The award-winning 1,334-room Rosen Centre Hotel in Orlando, Fla. Will serve as a spectacular venue for this year's NACON 2005 Auxiliary National Convention. *Photo courtesy Rosen Centre Hotel*

BY TISH HELMER DVC-NA,
AND ROB WESTCOTT BC-APA

Imagine bringing your family to a five-star hotel minutes away from some of America's top tourist attractions for under \$90 a day. Add to that the chance to be part of history as your Coast Guard Auxiliary looks at an expanding and exciting future. Mix in unparalleled educational opportunities for every Auxiliarist. Then top it off with a generous helping of Auxiliary hospitality, Southern style, and you have the 2005 Auxiliary National Convention.



NACON 2005 attendees will find the Rosen Centre Hotel's premier guest rooms an added treat. *Photo courtesy Rosen Centre Hotel*

Florida's tropical breezes, white sandy beaches and top tourist attractions beckon us to our National Conference (NACON) in Orlando Aug. 25 through Sept. 5. District Seven will be our hosts for the conference and their local team is working hard to provide us with a truly memorable experience. The theme for NACON 2005 will be "The Winds of Change."

The Rosen Centre Hotel will be our home and meeting place while attending the conference. This five-star hotel is located on International Blvd., convenient to Orlando's 95 attractions, 4300 restaurants and over 50 golf courses. The room rate of \$86.00 is extended before and after the conference so you may extend your time in Florida.

The NACON staff has made it even easier for you to register for the conference, reserve your hotel accommodations and book tickets for the many attractions that Orlando and Florida have to offer. Just go to the National Auxiliary website www.cgaux.org and click on the NACON link.

Have you ever wanted to swim with dolphins, meet Mickey Mouse or careen 40 miles per hour in two seconds flat on a roller coaster? Well, here is your opportunity for discount tickets to Disney World, Universal Studios, SeaWorld and more. Again, go to the NACON link on the National website. Bring the kids and grandkids and make it a family affair.

As the role of the Auxiliarist expands and changes, due to the many demands on National Security, the National Conference is the "Command Center of Operations" and you get to be part of the action. This is your best opportunity to meet and greet your counterparts from other parts of the country, to personally visit with the National Executive Committee, and to make friendships of a lifetime.

Some of the highlights will be:

- New and improved educational sessions
- The Area Hospitality Evening
- District 7 Material Center
- Vendor Exhibits

● Trade Show of Vendors and National Auxiliary Departments

Educational opportunities will abound at the 2005 NACON.

For first-time NACON attendees and interested others, there will also be a special orientation on Friday morning on what happens at a National Conference, and how to take part in the meetings and the training being offered. This session will be conducted by the National Association of Past District Commodores (NAPDC).

Mary Kennedy, DSO-MS 7 and a team from District Seven will offer training and qualification in the Incident Command Systems materials (ICS 100 and ICS 200) that is vital in our expanding Auxiliary mission, including the opportunity to take the examinations on line during the conference. These sessions are tentatively scheduled for three hours Friday and three hours Saturday.

A team from the Leadership Development Center will offer a leadership training seminar, with a focus on the "Mentoring Program" being developed for mentoring both Auxiliarists and full-time Coast Guardsmen. They will explain the training process and responsibilities as Auxiliary mentors within the flotillas and being trained mentors to the Coast Guard. This training is planned for three hours on Friday and possibly for a repeat on Saturday.

A timely presentation on "What's new in Sectors," a discussion on the Coast Guard's transition to Sector Commands and the role of the Auxiliary in the Sectors will be held on Saturday. Beyond these seminars, keep your eyes out for further program announcements. Our planners continue to work at bringing you the best NACON ever!

Before coming to NACON, check out the reruns of the Jetsons, Star Trek and Star Wars because after a great day of inspiration and learning on Friday, the theme of the evening Fun Night will be Into the Future. What will we dress like in 2025? Make your best guess and wear your future sartorial splendor to dinner. Prizes will be awarded for the best and most original costumes. Musical entertainment will also be provided.

The official Opening Ceremonies will be held on Saturday, Aug. 27 – always a moving event of military pomp and circumstance. It is easy to see the pride of all Auxiliarists and regular Coast Guard alike throughout this busy day of National Board meetings and educational sessions. The hotel is awash in a sea of blue uniforms and we represent the best of the best in the Auxiliary.

The coup de grace of our time together will be the Saturday night Commodore's with the Commandant of the Coast Guard, Admiral Thomas H. Collins, as the keynote speaker. He is quoted as saying "We will transform our Coast Guard to meet the demands of the 21st century, confident in the enduring character of our service and strengthened by the core values of honor, respect and devotion to duty." He truly expresses the theme of NACON 2005, The Winds of Change. 🌀

Southwest Florida's Thick Mangrove Islands and Shallow Channel Depths Can Challenge the Best Search and Rescue Operation.

Pushing It To The Limit

BY RANDY WEIMER

FSO-PA, Flotilla 95-D7

Marco Island and the Ten Thousand Islands area of southwest Florida are a formidable mariner's challenge on any normal day. The average water depth in the backwaters varies from four to six feet in the main channels, to two feet or less in the connecting channels.

These red mangrove islands form naturally on their own as their roots grow, expand, trap debris, and make new islands. The channels and depths change with every storm and every change of tide.

That's why being prepared to work in these challenging waters is so critical to any search and rescue operation. On March 5, 2005, in the Ten Thousand Islands and Marco Island, Fla. area waters, the U.S. Coast Guard and the Auxiliary air and surface facilities conducted their first rescue training exercise in the Marco Island Auxiliary Flotilla 95's AOR (area of responsibility).

Also participating in the exercise were the Marco Island Police and Fire Departments, the Collier County Sheriff's Department, the Isles of Capri Fire and Rescue Department, and the Marco Civil Air Patrol.

Most rescues are carried out by the Marco Auxiliaries who have charted these waters, and conduct regular familiarization patrols. This exercise placed the air wing in position to guide the rescue boats through the man-



Auxiliary Air Wing facility is prepared for rescue drill during pre-flight check. They soon headed out on an 'emergency' call. *Photo by Randy Weimer*

groves and to the "victims" that were placed in hidden remote areas.

The weather was typical Marco Island winter weather: 75 degrees, sunny, wind 5 to 10 mph, and seas a mild chop. Rescues of recreational boaters happen regularly, but not so many in one day.

The goal this time was to engage in consecutive call-outs throughout the day. The intensity of the drills gave the various resources (radio communications, Coast Guard Station Ft. Myers, Coast Guard and Auxiliary Operations, Safety Command, and local emergency agencies) the opportunity to have addi-

tional training and experience.

By working together on the drills, they were able to identify any weakness in communications, or operations execution and take the necessary steps to improve the process.

Various scenarios were played out during the day. One scenario placed a victim on White Horse Key. The victim (played by Barbra Jaskiewicz VFC) had been stranded. After an emergency call from a passing boat that reported seeing the victim at Panther

SEE **SEARCH AND RESCUE** PG. 14



Air wing members get their briefing on the exercise. *Photo by Don Zinner*

BY WORKING TOGETHER ON THE DRILLS, THEY WERE ABLE TO IDENTIFY ANY WEAKNESS IN COMMUNICATIONS, OR OPERATIONS EXECUTION AND TAKE THE NECESSARY STEPS TO IMPROVE THE PROCESS.



Incident Command Center radio back-up for the local Civil Air Patrol was positioned at the Marco Auxiliary Station for communications' redundancy. *Photo by Randy Weimer*

SEARCH AND RESCUE

continued from page 12

Key, the Coast Guard Auxiliary dispatched an airplane from the Marco Island Airport.

Proceeding to the general area, the plane then entered into a predetermined search pattern looking for the victim. The victim was located; then the next phase began. After marking the victim's position, the plane then proceeded out to the gulf and located the rescue boat waiting on station. The boat in this case belonged to the Collier County Sheriff's Department. The plane then directed the boat to the victim and the rescue was completed.

Other rescues included (among others) a missing husband that didn't return home when expected, a boat lost and damaged in the mangroves, and boaters thrown out of their boat.

After each rescue, the plane and the rescue boat rendezvoused with a 47-foot U.S. Coast Guard Motor Life Boat located eight miles off the coast of

Marco Island. They conducted visual distress signal drills and search pattern practice with the Coast Guard vessel.

Marco resident Richard Heinrich, FSO-MT from local Flotilla 95, headed up the surface operation for the Auxiliary. The Marco Island Coast Guard Auxiliary station at Caxambas Park served as the command post for the on-the-water portion of the exercise. The aircraft were stationed at the Civil Air Patrol's facility at the Marco airport.

The air operation was headed up by Andy Skiba with the Auxiliary's Clearwater Air Wing. Coordinating the on-site effort for the Coast Guard was BM1 Keith Kucera from the Ft. Myers Beach Coast Guard Station. Overall command of the exercise was taken by Frank Hoffman, ADSO-AVT.

This was a unique opportunity for several rescue resources to come together at one time and practice their skills for protecting the boating public. These rescue enactments were all based on actual events (call-outs) expe-

rienced by the Marco Island Coast Guard Auxiliary. There were nine aircraft and over 20 boats from various Auxiliary flotillas and law enforcement units throughout southwest Florida involved in the exercise.

Midway through the exercise, the Coast Guard M.L. Boat had to be taken off station to perform an actual rescue. A 46-foot catamaran was 40 miles off Marco Island and reported taking on water. A twin-engine Auxiliary aircraft was also dispatched to help. The rescue plane and the M.L. Boat located the distressed vessel offshore near the offshore communications towers. The boat was pumped out and escorted to Marco Island until they reached safe waters.

A warning was put out to local mariners to beware of the drill. There was some concern that the repeated use of VDS and rescue boat and aircraft activity could have caused some public calls for rescue, but there were not any incidents of confusion from the local boaters. 🚨



Auxiliary members participating from throughout southwest Florida trailered their boats in for the drill. *Photo by Randy Weimer*



Celebrating the Life of **KEVIN WESSEL,** Soldier, Hero and Auxiliarist

BY MAXINE CAVANAUGH, BC-APP
National Press Corps

“Aole ko kekahi kanaka aloha i oi aku i keia, o ka waiho aku a kekahi i kona ola no kona mau ho_oaloha.”

The words in Hawaiian translated from John 15:13 mirrored the English on a screen above the pulpit of the Nu_uanu Baptist Church in Honolulu on Saturday, April 30. Between the words a picture of a proud soldier smiled down on those who gathered to honor his life.

“Greater love has no man than this – that he would lay down his life for his friends.”

Huge wreaths of Hawaiian flowers, orchids, anthurium, bird of paradise, ginger, and leis of other Hawaiian flowers decked the area around the flag-draped casket and poster-sized photo of Kevin Wessel in his combat uniform with his rifle. For two hours before the service and another hour after family, friends, state and local officials, local celebrities, even strangers filed past the coffin and offered their condo-

lences to Kevin’s family. The church overflowed and more than 150 persons were seated outside under a tent on the lawn of the church with the service shown on closed circuit television.

Twenty-year-old Private First Class Kevin Scott Kanani Wessel died April 19, 2005 while on patrol in Iraq. He and his fellow soldier, Corporal Jacob Pfister were ‘taking the point’ as the Forward Observers when they inter-



Auxiliarists, friends and family gathered April 30 in Honolulu, Hawaii to attend the funeral of Coast Guard Auxiliarist Kevin Scott Kanani Wessel and to celebrate his life and devotion to duty. Army PFC Wessel died while on patrol in Iraq. *Photo by Maxine Cavanaugh, BC-APP*

cepted a car bomb intended for a building full of women and children. Wessel and Pfister gave their lives for those women and children and for their platoon members.

But Kevin Wessel was more than a soldier in the United States Army as many of his friends and loved ones would attest to both in video and in person throughout the service. He was a Coast Guard Auxiliarist. He had been a Boy Scout and a Sea Cadet. He loved flying and planned to join the Civil Air Patrol. He was a young man living his dream. A dream of being in the military. A young man totally committed to whatever he undertook to do. He continually sought to learn more, to be better, to give back to his country.

Mrs. Nellie Funk, wife of the Commanding Officer of Kevin's Battalion, read a letter from her husband and presented Kevin's family with

the Battalion colors.

A number of Auxiliarists from D14 attended the funeral service along with D14 Director and the Johnsons. COMO Bruce Takayama delivered a Letter of Condolence from NACO Seibert. Following a D14 Board meeting held in Honolulu, other members stopped by the church on their way back to Guam and Kauai to pay their respects.

Jason Wessel, Kevin's younger brother and friend Dave Izumi wrote "A Song for Kevin" and performed it as part of the service.

John Ichikawa read a number of written condolences from friends and fellow soldiers, one from CPT Ike Sallee describing how Kevin had used his own money to buy protective gear and

"Kevin was always training, learning, conducting his mission. Kevin chose his profession but the profession also chose him."

CPT Ike Sallee

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then gave it to others who did not have all their equipment. "Kevin was always training, learning, conducting his mission. Kevin chose his profession but the profession also chose him."

"That was Kevin."

As childhood friends celebrated his life one theme reverberated throughout. When they described how he lived, every incident was followed by "that was Kevin."

Ross Yamamoto remembered meeting Kevin in third grade and how they were in Boy Scouts together. He talked about how when they played Kevin was totally committed to being authentic. Kevin's very determined personality insisted that they use the correct names for the types of guns they used when they played soldier even if their "guns" were only sticks. They were closer than brothers. On the day of Kevin's death something told Ross that something was not right. He felt that connection that only people who are close can feel.

Another friend from high school came from college in Sacramento to read the Soldier's Creed "I Am an American Soldier" from the Army Manual for his friend. When he finished he kissed the flag-draped casket and saluted his friend. Greg Yanagihara and Kevin were in Sea Cadets together. When the opportunity presented itself he and Kevin trained with active duty Coast Guard learning boat crew skills.

"I called him Kevin," said former BM2 Jason Mackrill. "He called me, Sir!" Mackrill trained 15-year-old Kevin and Greg on the Coast Guard boats. He described how Kevin became so accomplished with the various boat crew skills that he would have Kevin demonstrate them to others who came for the training.

"Kevin loved good order and discipline," Mick McDole, a Navy medic, related how as Kevin's youth group leader and friend he had counseled Kevin. When Kevin made his decision to be baptized they went down to the beach on Veteran's Day and he baptized him in the waters near Waikiki. He had known Kevin from his days in Sea Cadets.

Not long after he was baptized on Veteran's Day 2003, Kevin moved to Newport, Ore. to be near Mackrill who had been transferred there by the Coast Guard. He wanted to join the Coast Guard but when he went to the Army/Navy recruiters in the local MEPS recruiting office he got the impression he would have to wait almost two years to join the Coast Guard.

While he waited he met Coast Guard Auxiliarists Russell and LeOra Johnson from Flotilla 69 at a Thanksgiving celebration at the

Coast Guard Station.

Between them the Johnsons have more than 72 years in the Auxiliary. They have served in many different elected and staff positions. Le was flotilla commander at the time. Kevin found out that skills he could learn in the Auxiliary would help when he finally got in the Coast Guard.

He took home the New Member Resource Guide, New Member Student Study Guide and the voluminous Auxiliary Manual that night. The next day he called Le and asked to take the test. "Are you sure?" Le asked. "Yes." They met and he aced the open book test without opening the book. Miraculously, his membership card appeared almost instantly, within days.

From that day until he left for the Army, Kevin spent as much time as he could working with the flotilla. The members of the flotilla came to love him and his cheerful, "let's do it" attitude.

But Kevin was anxious to serve his country, to be in the military. He felt he couldn't wait the two years for the Coast Guard to take him so he joined the Army. Soon he was in Basic Training, excelling as always, looking for more challenges. By June 2004 he was in Iraq beginning what was to be a one-year tour. He was drawn to the military all his life, drawn to something bigger than himself. His vocation was also his avocation. He loved the Army, his buddies and serving his country.

Kevin stayed in touch with friends and family through email, describing his experiences in the Army, in Iraq. Sometimes they were graphic, describing events in Iraq. Sometimes they reflected his sense of humor and outlook on life. The last email was sent just five days before he died.

At the burial service at Punchbowl Memorial Cemetery of the Pacific, Pastor Rick Lazor of Nu_uanu Baptist Church, and U.S. Army Chaplain Carron Naber offered words of comfort to close friends and family. Fellow soldiers ceremoniously folded the flag draped over the casket and MGEN Bernard Champaux, U.S. Army, presented the flag to the family along with a shadow box to keep it in.

Posthumously Kevin Wessel was promoted to Specialist First Class and presented the Bronze Star, the Purple Heart and the Good Conduct Medal. A 21-gun salute was followed by a bugler playing Taps. Family and loved ones were then invited to drape the casket with maile lei and other flowers in the Hawaiian tradition.

A young man who lived his dream and gave his life for his God, Country and all of us, Specialist First Class Kevin Wessel, lies under the skies of Hawaii with the trade winds gently blowing, rustling the branches of the nearby trees. 🌺

SPECIAL REPORT:



Auxiliarists Observe Summer Holidays by Keeping Watch, Saving Lives

Summer holidays traditionally attract thousands of Americans to the water, offering extra time to enjoy boating, water sports, fishing or anchoring out to view community events such as Fourth of July fireworks. Auxiliarists know very well what summer holidays also can mean: assisting with security and safety patrols and even answering calls to help with search and rescue.

This special report offers four stories to give our readers a glimpse of what some Auxiliary flotillas and their members were called on to do so far during this summer holiday season.

The *Navigator's* special report begins with a story about Auxiliarists helping with security patrols during the 18th Fleet Week New York Parade of Ships celebration on May 25 and concludes with a story about a post-July 4 holiday clean up effort in Dana Point Harbor, one of Southern California's busiest recreational boating centers.

We know many other flotillas and their members around the county were called on to provide similar summer holiday duties. The *Navigator* honors their service and offers up a loud Bravo Zulu!

– The Editor

SPECIAL REPORT:

Easy as Apple Pie

Auxiliary Patrols Pitch In for New York's Fleet Week

The Big Apple's 18th Fleet Week New York Parade of Ships celebration got underway on Wednesday, May 25 with the parade of Naval ships arriving in New York Harbor, led by the aircraft carrier USS JOHN F. KENNEDY (CV67), and Coast Guard Auxiliary facilities were on hand to help ensure things went smoothly.

By Saturday evening, 18 ships from the U.S. Navy and U.S. Coast Guard, and the navies of Canada, France, Pakistan and the United Kingdom, were available for public viewing. The list included the USCGC KATHERINE WALKER (WLM 552), a Keeper Class buoy tender.

The USS JOHN F. KENNEDY is about to pass the Statue of Liberty during New York's Fleet Week while a U.S. Coast Guard SAFE boat from Coast Guard Station Kings Point keeps an eye out for trouble.

Photo by Auxiliarist Reed Hamel





The U.S. Coast Guard Auxiliary facility LADY B, formerly the USCGC POINT BROWN, and owned and operated by Auxiliarist Stew Sutherland, shows her stuff during Fleet Week. *Photo by Auxiliarist Stew Sutherland*

Fleet Week brought more than 6,000 Sailors, Marines and Coast Guardsmen to New York City. Not only a celebration of the sea services, Fleet Week is also a tribute to service and sacrifice. Sailors, Marines and Guardsmen also participated in Memorial Day weekend parades and services throughout the city's five boroughs.

Usually there are a great many pleasure craft, but due to the weather, which was cold, rainy and foggy at times, with seas running about 3-5 feet, there were very few vessels.

Several Coast Guard SAFE boats, New York City Police boats and Coast Guard Auxiliary patrol boats

were in the harbor to make sure that the event went off smoothly. Two of the Auxiliary patrol boats got underway from Long Island Sound at 6 a.m. They arrived at their patrol areas in Buttermilk Channel, southeast of Governors Island at 7:45 a.m., having traveled 22 miles.

The vessels were a 31-foot Chris Craft, LI-JEN, owned and operated by Reed Hamel with crew Bill Renzetti, Kent Steinnagel and Allan Verschoor, and a 28-foot Wellcraft, owned and operated by Bert Daniels, with crew Steve Henkind and Joe Zappala.

All are members of Flotilla 73 in Mamaroneck, N.Y. The day ended when the vessels secured in Mamaroneck at 3:30 p.m. after a run in 4- to 5-foot seas from the Northeast.

Another facility, the LADY B, owned and operated by Stew Sutherland of Flotilla 14-1, Staten Island, is an ex-Coast Guard Cutter, the POINT BROWN.

The vessel was assigned to participate in "Operation Clear Channel" in Ambrose Channel in lower New York Bay. "Operation Clear Channel" was established by Coast Guard Station Sandy Hook, N.J., to keep all commercial and pleasure fishing boats clear of the much bigger ships entering and leaving New York Harbor. This was Sutherland's 128th patrol since commissioning the operational facility.

The LADY B carries a normal crew of Coxswain plus four crew, but on this day it had 10 aboard: Coxswain S. Sutherland, Alternate Coxswains S. Ruggeiro FL 44 and A. Yuen FL 14-1, and crew C. Borthwick FL 14-1, F. Catena FL 48, J. Crincoli FL 44, L. Cruz FL 44, S. Haney FL 11-9, M. Padilla FL 11-2 and S. Piparo FL 11-9. ⚓



Auxiliary Crews Kept Busy During Memorial Day Weekend



A Potomac River boater bails out his sailboat after gusts of high winds damaged its sails and pushed water over the gunwales, swamping the boat. Coast Guard Auxiliary Vessel 24999 was standing by to assist further if needed.

USCG Photo by Joseph P. Cirone, USCGAUX

47 Rescued After Boats Capsize in Waters Around Nation's Capital

During the 2005 Memorial Day weekend, U.S. Coast Guard Auxiliary boatcrews in the nation's Capital helped rescue 37 persons from the water after their boats capsized. Ten others were assisted when they became stranded on boats with mechanical problems.

With the first weekend-long bout of spring-like weather, during what meteorologists have labeled as the coldest May in 25 years, the Potomac River was busy. During a radio broadcast, a traffic reporter remarked there were more boats on the water than there were cars on the area's many bridges, which are usually very congested.

For three boats of the U.S. Coast Guard Auxiliary on patrol in Washington, D.C., under Coast Guard orders, the weekend began quietly at around 7 a.m. Auxiliary vessels (A/V) 279517 and 33587 were on a regatta (special event) patrol near Roosevelt Island in the Georgetown section of the city. Auxiliary vessel 24999 was on a multi-mission (safety) patrol near the junction of the Anacostia River, where the Ronald Regan Washington National Airport, Coast Guard Headquarters and Fort McNair are located.

Just after noon, things dramatically changed, when unexpected high gusts of wind buffeted the area, reeking havoc.

At 12:08 p.m., the A/V 24999 heard a distress call, reporting a capsized sailboat, with people tossed overboard into



Distressed boaters aboard a sailboat that had its sail collapse and began taking on water on the Potomac River near Ronald Reagan Washington National Airport receive lifejackets from Coast Guard rescuers. *USCG Photo by Joseph P. Cirone, USCGAUX*

the one- to two-foot seas. Being nearby and after notifying Coast Guard Station Washington, D.C., which launched its active-duty boatcrew, 24999 responded to the scene. The Auxiliary and active-duty crews, supported by a Washington, D.C. police boat, fireboat and fire-rescue units ashore, assisted three people in righting and bailing out their boat.

At 12:26 p.m., after the police and fire boats departed, two additional sailboats capsized in the vicinity, right next to each other. The active-duty crew, aboard Coast Guard vessel 255037, directed the 24999 to respond and assist the two boats and the four persons in the water. The Auxiliary boat was soon joined on-scene by the D.C. fireboat, which brought one person to an ambulance ashore for medical treatment.

After leaving the scene and heading south of the airport, at 12:57 p.m., the 24999 encountered two additional sail-

boats as they capsized, throwing a total of three more persons into the water, all of whom were assisted by the Auxiliary boatcrew. One boat's mast became lodged in the muddy sea bottom, creating a hazard to navigation and made righting the boat more difficult.

With the high winds continuing, between 1:18 p.m. and 1:45 p.m., the Auxiliary boatcrew witnessed and then assisted another three persons thrown into the river when the two boats they were on also capsized off of Alexandria, Va., opposite the Naval Research Laboratory. Two of the three persons were transported by a D.C. fireboat to an ambulance ashore for treatment of exposure to the cold water and high winds.

At about the same time, 22 persons commemorating a 2000-year-old Chinese maritime search and rescue mission, found themselves needing help from modern-day search and res-

cue crews.

Within a few minutes after the capsizing of a 45-foot-long "dragon boat," the two Auxiliary boatcrews on the regatta patrol helped Washington, D.C. police and fireboat crews rescue the 22 from the Potomac River.

The 22 were some of more than 1,000 persons from around the world, organized into 52 dragon boat teams, participating in the two-day series of 250-meter to 1,000-meter races, designed to re-enact the failed search and rescue attempt by local fishermen of a beloved Chinese poet and politician, Chu Yuan, in 278 BC on China's Milo River.

Dragon boats feature brightly-colored hulls, designed to resemble scales in hues of blue, red, green, and yellow. They sport dragon heads and tails of blue, red and gold.

According to published and broadcast reports, the D.C. Fire Department stated some 20 boats capsized that afternoon, with their two fireboats assisting 20 people.

A/V 33587 rescued four of the dragon boat participants and later assisted three others on a disabled boat. A/V 279517 assisted one person aboard a D.C. police boat. And, A/V 24999 assisted 13 others in three different areas on Saturday and six additional persons, including a five-month old and two children under six, on Memorial Day (Monday), near Mount Vernon, Va., when their boat developed engine trouble.

Most of the people thrown into the water had lifejackets on, which helped their chances for survival, as did the prompt response of the search and rescue forces. 🌀



Paddlers propel a dragon boat through the Potomac River. Later that day, May 28, all of the occupants of a dragon boat capsized, sending 22 persons into the Potomac River in the Georgetown section of Washington, DC.

USCG Photo by Joseph P. Cirone, USCGAUX

SPECIAL REPORT:

A Heroic Father's Day

Auxiliarist Charles Chaples and his Two Sons Were Just Out for a Day of Fishing. The Outing Turned Into a Rescue Mission to Save Lives.



Charles Chaples (center), with his sons Richard (left) and Alfred (right), aboard Chaples' boat, MARY & PHYLLIS. They are displaying the life ring and line that they used to rescue four persons whose boat capsized on June 19.

Photo by Flotilla Commander Bob Joseph, FL 1N-65

BY RONA TRACHTENBERG, FSO-PA 65 D1NR

It was 4:30 a.m. when the 26-foot fishing boat MARY & PHYLLIS quietly glided out of the marina at the Acushnet River Safe Boating Club, home of the Fairhaven, Mass. Coast Guard Auxiliary Flotilla 65 D1NR. The temperature was a cool 65 degrees, with winds blowing NE at 20 knots, and three-foot seas. It was a typical New England Sunday in spring, except for the fact that it was Father's Day, June 19.

Auxiliary member Charles G. Chaples, 69, and his two sons, Ritchie, 43, and Alfred, 41, decided to spend the day together doing what they love to do best – fish for striped bass in Buzzards Bay.

At about 11:15 a.m., "I snagged my prop on a lobster pot buoy line and spent 15 minutes trying to free it," explained Chaples, who then turned to his sons and said, "We've had a good day. We caught four 'keepers' (fish over 28" long). The wind is picking up.



Auxiliary member Charles Chaples received a special commendation for bravery, shown here being presented by PO Doug Zook of Coast Guard Station Menemsha. *Photo by Rona Trachtenberg, FSO-PA, Flotilla 65 D1N*

Let's go home."

Because they were drifting to the west, they decided to motor through Quick's Hole instead of through Robinson's Hole. All of a sudden, they came upon a strange situation and observed it as if in slow motion.

"A 25-foot Steigercraft charter boat named LAST CALL was being towed by another boat. When the pair hit the part of the sound where the wind and waves clash, they were overpowered by the elements. The owner of LAST CALL was standing on the bow as he released the towline. This caused them to spin around and take a large wave over the open stern. The passengers couldn't bale fast enough to keep the boat from capsizing. It turtled at 11:45 a.m. dumping its passengers into the 58-degree ocean."

Once Chaples grasped the gravness of the situation, he immediately radioed a mayday to the Coast Guard, giving his name, boat name, location, and

nature of the emergency. They said they would respond, but that they were 5 minutes away.

Without a moment's hesitation, Chaples rushed to save the drowning victims. "I tried to speed up against the 6-8 foot seas to reach them, but that didn't work. So, I backed down the throttle until I was 50 yards away. As I got closer, their boat turned over. I saw all their belongings drifting in the water, being blown farther and farther away by the strengthening wind. Then I saw several life-jacketed bodies lying limp in the water.

"I knew they would die if I didn't rescue them right now. I shouted to Ritchie to tie a rope onto our life-ring. Alfred was hollering to them that 'we will save you.' My boat rocked and pitched as I fought to keep control of the wheel. But, I never took my eye off the men in the water as I maneuvered our boat next to each one.

"I had tunnel vision and was so

focused on steering that I wasn't able to supervise my two sons. They did all the rescuing. I heard the first guy flop into the boat like a big fish. Then the second and third were dragged aboard. I remember shouting to my sons to move one of the guys up to the bow to balance the boat or we would capsize.

The fourth guy posed a logistical problem. "The 6'3" man weighed 260 lbs dry and wouldn't let go of the sinking vessel for dear life because he didn't know how to swim. My sons were screaming for him to let go. Even his rescued friends were screaming for him to let go. After much coaxing and shimmying my boat alongside of him, we were able to get him aboard. I turned our boat to fair wind and called the Coast Guard to report our progress. The time was 11:53 a.m.

"Meanwhile, my two sons tended to

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SPECIAL REPORT:

Cleaning Up After the Fourth

Southern California's Flotilla 29 Takes Aim at Dana Point Harbor's Growing Water Balloon Trash Problems



USCG Lt. Richard Greenbauer and his son Justin paddle their kayak through the Dana Point Harbor slips collecting trash. Photo by Bob Dennis, BC-AIP

BY NORMA LOCOCO,
Flotilla Commander FL29 D11SR

The Fourth of July is a day of celebration throughout the nation with families and friends gathering for picnics and summer fun, and an evening of watching fireworks displays. And for boaters, what could be better than dropping the anchor offshore, waiting for the great pyrotechnic displays to start.

Throughout the years this has been exactly what boaters in Southern California's Orange County have done, but somehow a new tradition – water balloon fights – has grown to uncontrolled proportions in Dana Point Harbor. On the water, on the docks, anywhere and everywhere, anyone is a potential target for receiving a balloon filled with water. The new tradition, however, is causing a lot of problems.

Pieces of balloons only add to what can be described as the harbor's worst day-after hangover: marine debris, cans, bottles, cups, cooking utensils, plastic bags, cigarette butts and more, floating on the surface, all competing for space with apparent disregard for marine and bird life.



Auxiliarist Mike Newmen shows some of the trash collected by the flotilla's PWC facility FEAR NAUT during the Dana Point Harbor clean-up. Photo by Bob Dennis, BC-AIP

Coordinated by Cynthia Lee, Flotilla Staff Officer – Marine Safety, members of USCG Auxiliary Flotilla 29 – Dana Point, were determined to develop a plan to reduce the marine debris in the harbor and docks this Fourth of July.

Stepping forward with a message to educate the beach and harbor public, members of Flotilla 29, in cooperation with the Water Quality Department of the City of Dana Point, Dana Point Youth & Group Facility, County of Orange Harbors, Beaches & Parks,

Dana Point Yacht Club, Dana Point Jet Ski, Dana Point Marina Company and Dana West Marina, initiated an advertising campaign to raise the level of awareness of the seemingly harmless practice of water balloon fights and other marine debris.

The campaign began by working with the city's Water Quality Department to design a poster. Once printed, volunteers placed the posters on bulletin boards around the harbor. Additionally, mailing inserts were cre-

ated that stressed the problems of water balloon debris as well as other debris problems. The volunteers also arranged to have both east- and west-side marinas mail the materials to their boat tenants.

Finally, the group was able to have the two West Marine stores in Dana Point agree to handout the flyers to customers.

For the tenth year in a row, cigarette filters retained their dubious distinction of being the number one reported item during the Ocean Conservancy's Annual International Coastal Cleanup. The technological strides of the industrial age have led to the creation of products that fail to decompose in the environment.

About 70 percent of dead sea turtles that undergo necropsies contain some form of plastic in their digestive tract. Not all species affected by marine debris live in the water. Seabirds and other marine wildlife are known to eat this trash, mistaking it for food like fish eggs or larvae. The animal can choke on the trash, or the trash can then accumulate in the animal's digestive tract, causing the animal to slowly starve to death. Many species of birds are killed as a result of entanglement in monofilament line.

In addition to being ugly, marine debris can pose a serious threat to humans. Its presence can discourage people from partaking in coastal activities, such as recreational fishing, boating, swimming, or beach-going. In the water, marine debris can be even more dangerous.

Monofilament line wrapped around a vessel's propeller may be more than just an inconvenience; it could stall the boat, leaving its occupants stranded at sea. Pieces of water balloons as well as all plastics create an additional problem to boaters as these products can be taken in through the water intake causing serious damage to the engine.

Coastal communities rely on seaside businesses, and the clientele that support them, for their economic survival. Clean beaches and waters promote tourism and economic health.

But an advertising campaign wasn't

FATHERS DAY

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the shivering, drenched passengers, who still appeared to be in shock. Fortunately, we have a lot of extra jackets on board as well as two sleeping bags on the bunks. We took off the men's wet shirts, put our dry jackets on them and wrapped them in our bedding. One guy was on blood thinners and was shaking terribly. We tucked our clean bath towels into his shirt to help keep him warmer. We headed south, back into Vineyard Sound and Station Menemsha, per orders from the Coast Guard vessel that was approaching us in an attempt to rescue the captain."

The Coast Guard later learned that since the captain was standing on the bow of the boat when the stern wave hit, he struck his head fatally as he was

thrown overboard. The Coast Guard was unable to resuscitate him.

It took 50 minutes for Chaples to get to Menemsha. He could only motor at 13 knots because of the wind, waves and extra cargo. His boat has a capacity for six and now he had seven on board.

As MARY & PHYLLIS approached Station Menemsha, they saw two ambulances waiting for them. "When we pulled into the dock, the Coast Guard took over. My sons were rushed to the hospital. Alfred has bruises all over his knees. Ritchie, a hospital technician in New Bedford, pulled all the muscles on the right side of his chest from leaning against the gunwales. His thighs and legs are also covered with bruises. Because Ritchie is now disabled, he can't go to work and doesn't have disability compensation."

Chaples is having a hard time sleep-

ing. "I am still traumatized by the events of that day although I am being called a hero."

One of the lessons learned that day? "Lifejackets kept the survivors afloat in the water and our life-ring saved their lives," he said. "From now on, I will tell everyone I meet to never leave port without a lifejacket on."

Previously, the only accolades Chaples ever received were one from Gear Locker for catching a 30 lb. bass and a cap for calling the Striped Bass Conservation tag program in Chesapeake to report the location of the tagged bass he caught. But, last month, Chaples received a special commendation from the United States Coast Guard for his bravery.

"When it all started, it happened very fast. I just did what I had to do," said the former Marine. 🌿

Cynthia Lee, FSO-MS 29 D11S, smiles proudly at the trash she scooped up during her flotilla's Dana Point Harbor, Calif. clean-up effort on the day after July 4 holiday celebrations.

Photo by Bob Dennis, BC-AIP



CLEAN UP

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enough. Something had to be done to clean up the mess.

So, armed with pool nets and plastic gloves, the volunteer armada commenced the "clean the waters" operation on July 5 working their way through the main channels and dock

fingers in Dana Point Harbor.

Volunteers included flotilla members and Coast Guard personnel. Also joining in the efforts was Girls Against Garbage (GAG) on kayaks supplied by Dana Point Jet Ski. On outriggers were members of the Dana Outrigger Canoe Club. Auxiliarists used PWC facilities and also walked the docks.

The combined efforts of raising the

awareness of the harmful effects of marine debris by the USCG Auxiliary Flotilla 29, the City of Dana Point – Water Quality Department, County of Orange Harbors, Beaches and Parks, and private businesses were not lost on the public this year. Although marine debris still occurred, a major improvement was obvious to all who participated in the clean water effort. 🌿



Coast Guard Auxiliary Flotillas win 2005 Boating Safety Grants

U.S. Coast Guard Auxiliary flotillas are among this year's winners of the annual BOATU.S. Foundation for Boating Safety & Clean Water Boating Safety Grants.

More than \$40,000 in grants were bestowed on this year's winners who bid for seed money to institute innovative ideas on teaching and displaying safe boating and environmentally sound boating practices.

The United States Coast Guard Auxiliary 2005 BoatU.S. Foundation Boating Safety Grant recipients are:

• **U.S. Coast Guard Auxiliary 0205, Seward, Alaska**, to reproduce the "Emergency Procedures" boating sticker and translate it into Inupiat, Korean, Japanese, Togalog and Chinese.

• **U.S. Coast Guard Auxiliary 0887, Sandpoint, Idaho**, to design and install signs at each of the 22 boat launches surrounding Lake Pend Oreille and the Pend Oreille River encouraging boaters to wear life jackets.

• **U.S. Coast Guard Auxiliary 0204, Lincroft, N.J.**, to create and distribute 500 life jacket foam drink holders and flyers with safety messages regarding the importance of life jacket usage.

• **U.S. Coast Guard Auxiliary 1109, Brooklyn, N.Y.**, to create and distribute 1,000 16-page, full color boating safety booklets.

• **U.S. Coast Guard Auxiliary Division 7, Salt Lake City, Utah**, to design and post refueling procedure signs at all on-the-water gas refueling points within the state.

Coast Guard, Auxiliary Teamwork Saves Life of Stranded Deputy



The following news report details the successful rescue effort of a Northern California tribal deputy by members of Crescent City, Calif.'s Flotilla 8-11 D11NR. The flotilla, a recipient of the coveted Operational Excellence Award, was the subject of last issue's Navigator cover story.

– Editor

McKinleyville, Calif. – At around 2:00 p.m. on May 16 the U.S. Coast Guard was notified by the Yurok Tribal Public Safety Office that one of the

tribe's boats was disabled and adrift off the mouth of the Klamath River with one deputy onboard.

Immediately after receiving the report the Coast Guard Auxiliary small boat CG 254851, operated by crewmembers from Flotilla 8-11, was dispatched. The small boat is based in Crescent City, 12 miles north of the Klamath River entrance.

Approximately 10 minutes after the initial report, the Yurok Tribal Public Safety Office notified the Coast Guard

that the vessel had capsized and the deputy was now in the water. When the call of a person in the water was received the Coast Guard also launched an HH-65 Helicopter from Air Station Humboldt Bay and a 47-foot Motor Life Boat from small boat station Samoa.

The Auxiliary-manned small boat arrived on scene first around 3:00 p.m. and commenced a search of the immediate area. Jeff Corning, in charge of the Auxiliary boat, used the buoys of



the crab pots and his local knowledge of the area to determine the direction of drift caused by the river currents and tidal conditions. The Coast Guard Helicopter, CG 6592, arrived on scene within minutes and commenced searching among the rocky shore where boats could not reach.

Around 3:08 p.m. the Auxiliary members found the deputy clinging to a fender. Auxiliarists Dennis Melton and James Rumble had to assist the deputy into the boat. The deputy was showing

signs of hypothermia due to being immersed in the cold ocean waters for nearly one hour.

In order to get the deputy to medical treatment in the quickest time he was hoisted into the Coast Guard helicopter and flown to a nearby RV park and transferred to an ambulance crew, who then treated and took the deputy to Sutter Coast Hospital in Crescent City.

At last report the Yurok Tribal Public Safety Office was reporting that their deputy was in stable condition. 🌀

The USCG SAFE Boat 254851, operated by crewmembers from Auxiliary Flotilla 8-11 out of Crescent City, Calif., shown here, played a vital role in the rescue of a stranded deputy.

Photo by Al Pearson, crew trainee



Swedish sailors were given eye-catching views of San Francisco Bay and the Golden Gate Bridge courtesy of the USCGC SOCKEYE. *Photo(c) by George Knies*

Diplomacy, Auxiliary Style

A San Francisco Port Call by the Swedish Naval Ship HMS CARLSKRONA Gives Auxiliarists a Chance To Serve, Make New Friends

BY GEORGE C. KNIES,
FSO-PA 12-91 D11NR

The Swedish Navy's largest fighting ship, the HMS CARLSKRONA made a port call to San Francisco, Calif. April 21-25 as part of its circumnavigation voyage, with 166 officers, midshipmen and national Swedish Navy's servicemen and servicewomen onboard.

During this port call the U.S. Coast Guard hosted the Swedish officers, midshipmen and crew while they visited aboard the USCGC SHERMAN and at Coast Guard Station San Francisco, Yerba Buena Island. Also

on hand were Auxiliary members who provided two facilities to help with transport duties and to share in the goodwill.

In particular, Auxiliary member Ingemar Olsson, FL 57, who also is a retired Swedish naval officer, served as USCG Pacific Area liaison to HMS CARLSKRONA.

The Swedish warship left the Swedish Naval Base Karlskrona on Jan. 21 and transited the Kiel Canal, the North Sea, the English Channel,

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The visit to San Francisco by the HMS CARLSKRONA was part of a global tour by the Swedish warship. *Photos by George Knies*

SWEDISH NAVAL

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the Mediterranean, the Suez Canal, the Indian Ocean, the Sea of Japan and the Pacific Ocean, visiting seven exotic ports before arriving in Honolulu on April 10 where the crew enjoyed a four-day visit, before setting course for San Francisco. Also onboard were cadets from the Baltic countries of Estonia, Latvia and Lithuania.

San Ramon Flotilla 12-91 provided two Auxiliary facilities, EL NIDO and MELODY, to transport officers, midshipmen and crew from their ship to Station San Francisco for a tour of the station and a cruise aboard USCGC SOCKEYE.

Auxiliary crew aboard EL NIDO was Bill Kinsey FL 57, coxswain; Jim Aberer FL 12-91 facility owner and helmsman; George Prows FL 12-21 (VCO 11NR) crewman; Steve McCabe FL 57 crewman. BMC Wayne Bos, USCG, served as boatswain and organized the crew for the mooring evolutions alongside CARLSKRONA. Sandy Aberer FL 12-91 served as EL NIDO's official hostess to the passengers. Deborah Kimbrell FL 57 served as the tour coordinator, keeping track of the schedule and the passengers.

Accompanying EL NIDO was Auxiliary facility MELODY, with Marty Crowningshield FL 12-91 coxswain; Bob Coakley FL 12-91 vessel owner and helmsman; Ron Ouimette FL 12-91 crewman.

EL NIDO and MELODY embarked their passengers from alongside the over 300-foot-long mine layer and training ship, which was berthed at Pier 30-32 San Francisco, and transited to Station San Francisco, Yerba Buena Island.

The Auxiliary facilities remained there until the station tour and cruise aboard USCGC SOCKEYE were completed, then passengers embarked for the return transit across the Bay to HMS CARLSKRONA.

The crews of EL NIDO and MELODY had the privilege of attending the Captain's Reception aboard HMS CARLSKRONA Thursday evening, April 21. It



The Auxiliary facility EL NIDO begins one of her many transport runs shuttling officers and crew from the HMS CARLSKRONA.



Auxiliary members from the facility EL NIDO were all smiles over their duties.



The EL NIDO shown getting ready to tie up next to the HMS CARLSKRONA.



U.S. Coast Guard crewmembers get ready to welcome crewmembers from the HMS CARLSKRONA.



Swedish Navy cadets enjoy SF Bay views while aboard the Auxiliary facility MELODY.



Crewmembers from the HMS CARLSKRONA board the EL NIDO.

Photos (c) by George Knies

proved to be a unique opportunity to experience some Swedish culture in a Royal Swedish Navy environment. There is a mandatory two-year military duty requirement in Sweden. The conscript chefs onboard are often coming from some of the best Swedish restaurants, which explained the gourmet delights (especially the sweets and deserts) enjoyed by everyone.

As official photographer I had the opportunity to serve in both EL NIDO and MELODY. In both operations EL NIDO tied up to the starboard side of CARLSKRONA and MELODY rafted alongside EL NIDO.

San Francisco Bay with its wind, tide, swells and wakes does not provide a friendly environment for this type of operation. Safety was paramount; no crunches to the facilities and most important, no injuries.

Needless to say, professional performances of both crews during the embarking and disembarking evolutions alongside HMS CARLSKRONA was obvious.

My own pleasure in this operation was the opportunity to exchange experiences with the crew, many of whom understood and spoke English quite well. Those who went on liberty Thursday evening were pleasantly surprised at the number of micro-beers available in California, much like Europe. My 55 years at sea has taught me that beer drinkers share a mutual bond that extends beyond international borders and is endemic among many seafarers.

After leaving San Francisco, HMS CARLSKRONA visited another four ports, going through the Panama Canal, the Caribbean Sea, across the Atlantic Ocean and the North Sea, arriving to her home port in Sweden on June 6, the Swedish National Day.

Auxiliary members performed a diplomatic mission with honor as representatives of their nation, and a service to members of an ally. I am positive our new sailor-comrades took away fond impressions of our sincere hospitality during their "San Francisco Port Call." 🌀



Auxiliarist John Vicek, CWO Dennis Casey and Auxiliarist Lou Chrisomalis stand just outside the station's entrance. Auxiliarists have a long history of supporting the station's activities. *Photo by Rick Robinson Flotilla 18-03 D1N*

THERE TO SERVE

Auxiliarists at CG Station Shinnecock Set Example Of How Volunteers, CG Regulars Can Work Together

Under the command of CWO Dennis Casey, U.S. Coast Guard Station Shinnecock at Hampton Bays, N.Y. has had a long history of using qualified Auxiliarists from Division 18's Flotillas 18-08, 18-06 and 18-03 as communications watchstanders, mess cooks, spare parts managers and crewmen.

Station Shinnecock is part of Coast Guard Group Moriches, located on the south shore of Long Island, approximately 60 miles east of New York City.

Auxiliarist Henry Landis from 18-08 has been a "regular" crewman since 1987, starting out as a radio watchstander. He trained many Coast Guard personnel as watchstanders and has seen many of them rise in rank over the years. Landis was also the

first Auxiliarist to qualify as a boat-crewman at Station Shinnecock, until he felt it time to leave it to the younger people and stick with communications.

Another first in the history of the Coast Guard Auxiliary that Landis has the privilege of claiming was as the first Auxiliarist to serve as a crewman aboard USCGC EAGLE. He was the radio operator, and he served aboard the EAGLE twice, the first time was to commemorate the Bicentennial of the Coast Guard simultaneously with the 50th anniversary of the Auxiliary, and the second time was training cadets.

Over the years, Landis has been involved in some interesting cases as a watchstander, from the TWA flight 800 crash off the coast of Long Island, N.Y. to



Auxiliarist Rick Robinson takes a moment from his radio watchstander duties. Robinson also has performed radio operator duties about the USCGC EAGLE. Photo by Rick Robinson Flotilla 18-03

receiving a call when a commercial fishing vessel hauled in a live torpedo with the catch of the day.

Landis' latest student to get radio qualified is Auxiliarist Rick Robinson of 18-03. Robinson is the first Auxiliarist to qualify since Landis first did it in 1987 and has already assisted in a SAR case. He usually puts in regular shifts on the weekends and the Coast Guard regulars are always glad to see him, as he relieves them from the watch to pursue other training endeavors.

No Auxiliarists had attempted to qualify as a regular Coast Guard crewman for many years until May 2004, when John Vlcek of 18-03 was interviewed and accepted into crew training. He was followed shortly thereafter by Lou Chrisomalis of 18-06.

After months of training, with the same rigorous mental and physical testing required to meet Coast Guard standards as regular recruits, Vlcek and Chrisomalis received their letters of qualification on all three boats at the station – a 47-foot MLB, a 41-foot UTB and a 22-foot RHIB.

Their training, consisted of 84 major tasks, % of which were general to all Coast Guard vessels and the remainder being specific to each vessel. All these tasks had to be performed several times before going on a "check ride" and before going before the board to

get certified.

During this time, both Vlcek and Chrisomalis worked with Coast Guard "break-ins" and found that the Coast Guard coxswains paid rapt attention, making sure they performed their duties correctly. Both Vlcek and Chrisomalis received their boat crew certification by the end of November 2004 and like all "Coasties" they must keep their training current, getting tested every six months.

Both of them have recently qualified as watchstanders and are expected to put in a regular watch. As testament to his abilities as a crewmember and recognizing his overall effort, hard work and dedication, Chrisomalis has earned the "Auxiliarist of the Year" award for 2004. Those who've had the privilege of working with him weren't surprised. Two additional Auxiliarists are breaking in as crewmen; Rick Robinson, mentioned earlier, and Joe Tarlantino of 18-06.

Tarlantino started out as a parts inventory manager with the engineering department, entering the inventory information into their database and reorganizing the tool room. It took him 35 hours to update the database. He also maintained the P6 pump used in distress calls and does engineering work.

More impressive is the amount of time and effort Tarlantino has put into

training for boat crew. Tarlantino can often be found arriving at the station by 6 a.m. and training all day, from studying the manual, to actual hands-on training, getting underway. His determination and dedication is a source of inspiration for other break-ins.

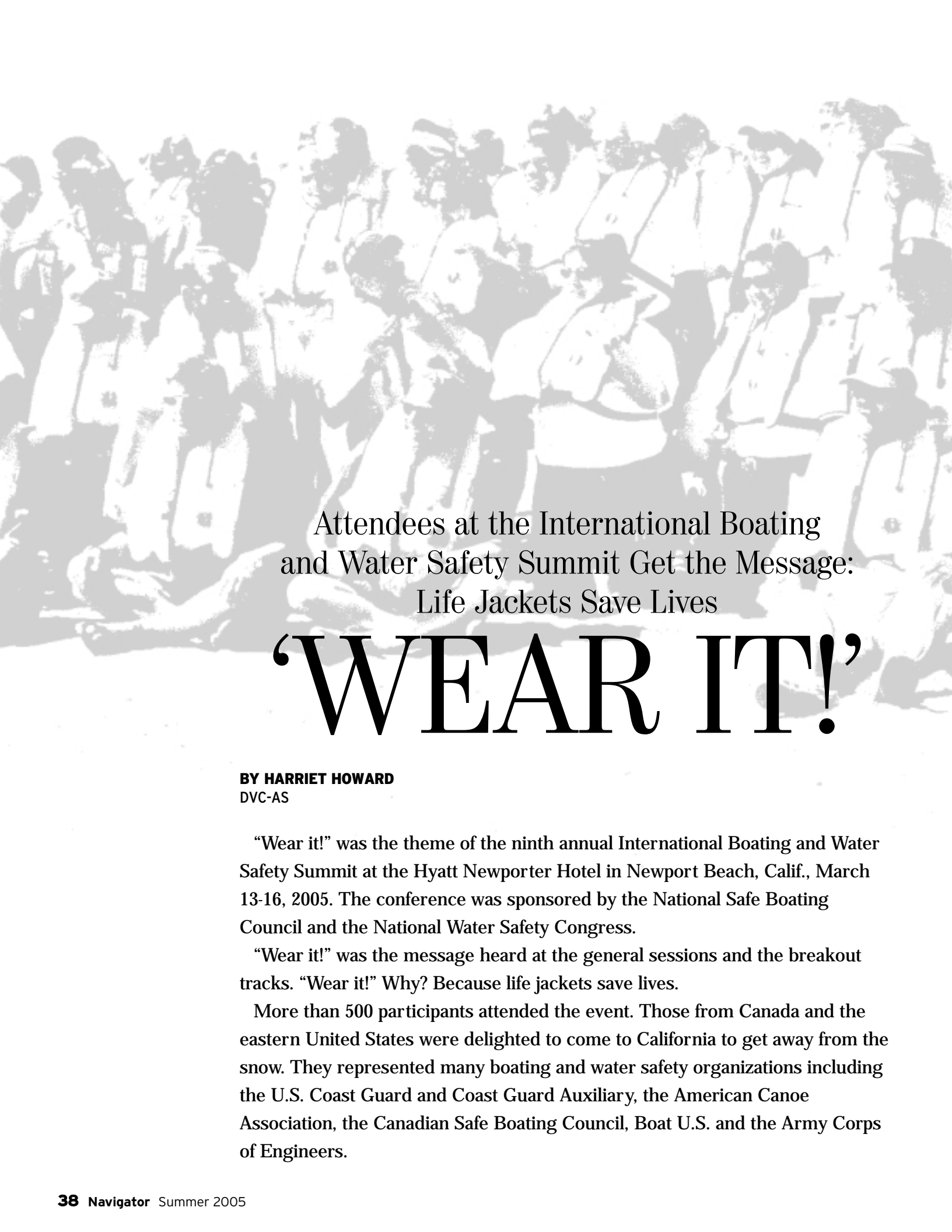
Executing the culinary duties of food service personnel are two couples; Jim and Debbie Cornell and Tom and Mary Jo Cruickshank. Desiring to serve and to give "something" back to the men and women who serve in the armed forces, they heard about the cooking program being offered at Station Fire Island and attended the initial introduction to the program.

They were very excited and happy to be doing something right at their local station. What better way to participate in the every day life of a station than to cook for the Coasties? They usually go as a team, alternating between the Cruickshanks and the Cornells, donating their time so that one of the regular cooks can enjoy more time off to rest or spend it with their families.

The other upside is to introduce a little down-home cooking as a break from the routine. They have been cooking a little over a year now and are trying to fill time slots as often as possible. These selfless couples thoroughly enjoy talking to the troops and making new friends. Everyone has treated them with respect and gratitude. The FS1, FS2 and reservists in the galley always enjoy showing them some cooking marvel. They hope to be cooking on a more regular basis as time progresses.

CWO Casey states that although initially there was skepticism among some station personnel, it was soon replaced by surprise at how well the Auxiliarists performed. The regulars and the Auxiliarists are now working together comfortably on the boats.

In addition to the obvious benefit of having additional crewmen at this time when the Coast Guard has so many new missions, CWO Casey believes that Auxiliarists provide a continuity of knowledge to the station as regulars are reassigned to other locations. His enthusiasm and support for Auxiliarist training was crucial to its success, and he recommends the program to other stations. 🌀



Attendees at the International Boating
and Water Safety Summit Get the Message:
Life Jackets Save Lives

‘WEAR IT!’

BY HARRIET HOWARD
DVC-AS

“Wear it!” was the theme of the ninth annual International Boating and Water Safety Summit at the Hyatt Newporter Hotel in Newport Beach, Calif., March 13-16, 2005. The conference was sponsored by the National Safe Boating Council and the National Water Safety Congress.

“Wear it!” was the message heard at the general sessions and the breakout tracks. “Wear it!” Why? Because life jackets save lives.

More than 500 participants attended the event. Those from Canada and the eastern United States were delighted to come to California to get away from the snow. They represented many boating and water safety organizations including the U.S. Coast Guard and Coast Guard Auxiliary, the American Canoe Association, the Canadian Safe Boating Council, Boat U.S. and the Army Corps of Engineers.



"One, two three - INFLATE!" Attendees at this year's International Boating and Water Safety Summit at Newport Beach, Calif. demonstrated for photographers how well their PFDs worked. *Auxiliary photo by Len Howard D-11SR*

During the Summit, marine dealers exhibited their products and distributed information. The Coast Guard Auxiliary booth displayed an inflatable life jacket in keeping with the "Wear It!" theme. Mustang and Stearns brought a variety of PFDs.

During the three days of the summit, participants attended sessions on education, outreach and communication, waterway and risk management and law enforcement, all issues related to boating and water safety.

Rear Admiral James Underwood, Director of Operations Policy, U.S. Coast Guard, spoke of the important role boating organizations play in reducing fatalities. He also asked us to take part in America's Waterway Watch, the "additional eyes and ears"

for the Coast Guard.


Mark Rosenker, Vice Chairman, National Transportation Safety Board, remarked that recreational boating safety is a major commitment for the NTSB. He noted improvement in children 12 and under wearing life jackets in all but six states.

The summit was also a fun conference. On Monday afternoon at the hotel's pool there were demonstrations of inflatable PFDs, and rescue and safety techniques were shown for boaters using kayaks and canoes. Everyone had received an inflatable PFD, donated by Mustang, and at the count of three, all PFDs were inflated simultaneously. It was an impressive sight.

The Coast Guard and the Auxiliary were among the recipients of the

National Safe Boating Council and National Water Safety Congress awards.

John Malatak, Chief, Program Operations, Office of Boating and Water Safety, received the National Safe Boating Council's "Hall of Fame" Award. The National Water Safety Congress presented its "Lifetime Achievement" Award to Captain Scott Evans, Deputy Director of Operations, U.S. Coast Guard, and an "Award of Merit" to District 11 North, Coast Guard Auxiliary, in recognition of its accomplishments to further and promote water safety. Cameron Linn, Past District Commodore, accepted.

The summit was an opportunity to gain more knowledge about boating and water safety and a time to meet the boating and safety professionals. 



Cynthia Lee, FSO-MS 29 D11S smiles proudly at the trash she scooped up during her flotilla's Dana Point Harbor, Calif. clean-up effort on the day after July 4 holiday celebrations. *Photo by Bob Dennis, BC-AIP*

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