



UNITED STATES COAST GUARD AUXILIARY  
*America's Volunteer Lifesavers®*

# Navigator

VOL. 31, NO. 4 – WINTER 2004-2005

## Delivering the Message

A C-130 TOPS A DAY OF LEARNING FOR STUDENTS

SEE PAGE **20**

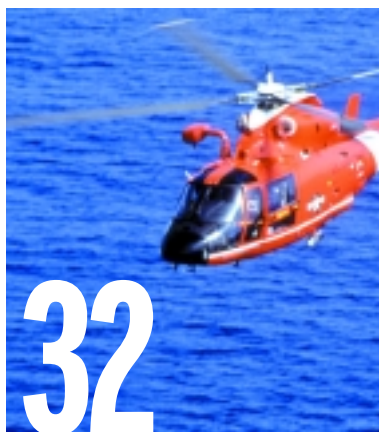




# Navigator

## Contents

VOL. 31, NO. 4 – WINTER 2004-2005



Keeping an Ear Out for Trouble	3
COMO Seibert	6
COMO Koeppen	8
COMO McAdams	10
Keeping the Light	12
Auxiliarists help in BUI patrol	16
COVER STORY: Hands on Learning	20
Welcoming Razorback Home	22
Auxiliary Volunteers Respond to FEMA's Call for Help	26
Auxiliarists Turn Out for Oil Spill	28
To the Rescue	30
AIMed in the Right Direction	32
NACON 2005 – "Winds of Change"	35
Member survey	36
ISAR 2004	38



### 2005 EDITION DEADLINES

**SPRING EDITION**  
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May 15

**FALL EDITION**  
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**WINTER EDITION**  
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### ON THE COVER

A USCG C-130 maneuvers to drop a message block to a waiting facility. See Page 20 *Photo by Drew Wilson*



Auxiliarists hone their SAR skills at a recent OPTREX on California's Shasta Lake.

Photo by Harry McBain BC-AHL.

# Keeping an Ear Out for Trouble

Flotilla 39 11NR uses Boat U.S. Foundation grant to improve Channel 16 coverage on California's remote Shasta Lake.

**BY ED SWEENEY**  
DVC-AP

Shasta Lake is the largest man-made reservoir in California, and one of the most popular with boaters.

Renowned throughout the west for its wide variety of water-based recreational opportunities, Shasta Lake is home to more than 1,000 houseboats, as well as 11 marinas and a number of resorts, all of which rent boats to the public, many of who are unfamiliar with the lake's finger-like geography.

With a surface area of 30,000 acres and 365 miles of shoreline (longer than California's San Francisco Bay), Shasta Lake has also had

the somewhat dubious honor of being one of the most accident-riddled areas in California for boaters.

In fact, two of the state's 61 fatalities in 2003 occurred on Shasta Lake, and about 5 percent of the total accidents in California occurred there.

This situation is further complicated by the fact that the lake, which is located in the Shasta-Trinity National Forest north of Redding, is somewhat remote. Most cell phones have large gaps of coverage, if they even work at all. There are also several moun-

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SEE **SHASTA** PG. 4





**A USCG C-130 Makes a search and rescue demonstration above Lake Shasta while houseboat vacationers look on.**

*Photo by Flotilla 39 11NR*

## SHASTA

continued from page 3

tains surrounding the lake, which often impeded VHF-FM communications.

For boaters having problems on the lake, not being able to call for help was a real potential danger. The solution? Radio repeaters.

The project to install repeater stations to improve radio coverage at Shasta Lake was the brainchild of members of U.S. Coast Guard Auxiliary Flotilla 39 11NR based in Redding.

The first of three repeater stations — part of a three-phase radio repeater system designed to improve coverage for boaters relying on VHF-FM radios to make distress calls on Shasta Lake — became officially operational in the

summer of 2004.

Dedication ceremonies for the first repeater station were held July 2004 at the Bridge Bay Resort and Marina. In attendance were CAPT Jeff Pettit, Commanding Officer U.S. Coast Guard Group Humboldt; CWO4 Chuck Kemnitz Operations Training Officer, IPNAVCO-P Gail Ramsey; Ray Tsuneyoshi, Director, California Department of Boating & Waterways; Don Enos, VCP; and Deputy Sheriff Mark Jenkins, Shasta County Sheriff's department.

This first repeater system provides coverage in the Sacramento River arm and about a third of the main body of the lake. The second and third phase of the project will include the installation of additional repeater stations providing coverage in the McCloud and Pitt River arms of the lake.

"The other two repeater stations will be installed when we are able to raise the money to buy them," said Dan Weggeland, ADSO-PAS 11NR. The flotilla does not yet have a firm timeline as to when those two phases of the project will be complete.

When all three repeater stations are operational, boaters will have reliable Channel 16 coverage for hailing and distress calls on more than 95 percent of the entire lake, Weggeland said.

The project has been on the drawing board for the past several years, Weggeland said.

"Raising the money for a repeater station — which costs between \$8,000 and \$9,000 — then finding a suitable location and obtaining the necessary permits to install the station takes a lot of time," he said.

Earlier in 2004, Flotilla 39 received a



**Auxiliarists and Coast Guard personnel put on a SAR demonstration as part of the radio commissioning ceremony.** Photo by Flotilla 39 11NR

\$4,850 grant from the Boat U.S. Foundation for Recreational Boating Safety to help fund the installation of the first repeater station.

This grant, coupled with a donation of an additional \$3,000 from the Lake Shasta Boat Owners Association — a group representing private houseboat owners on the lake — enabled them to get the first phase of the project up and functioning.

“We knew there was a problem and after working with some engineers, we knew what needed to be done to fix the problem,” said Charlie Duncan, past flotilla commander 39 11NR. “Between the BoatU.S. Grant and the funds from the Lake Shasta Boat Owners Association, we were able to make the first phase of this project a reality.”

With volunteer assistance from two local Redding telecommunications engineers — Jim McKeown from Repco Communications and Jim Bremer from Regent Broadcasting — the station was installed on an existing U.S. Forest Service tower near Bridge Bay. “We could not have done it without them, or without the support of the U.S. Forest service and other local agencies,” Weggeland said.

“Unless a boater knows about the repeater system, they won’t even know they are operating on a repeater,” Weggeland said.

“Now our job will be to inform the public about the benefits of using VHF-FM marine radios for emergency communications,” said Meinert Toberer, flotilla commander. 🚢

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# Change and Continuity

We will stand side-by-side with the Coast Guard — *Semper Paratus* — ready to answer the call of the Nation.



COMMODORE  
**GENE M.  
SEIBERT**  
NATIONAL  
COMMODORE



This is my first article in the *Navigator* as your National Commodore.

In the coming issues I will be sharing many specific ideas on the future of the Coast Guard Auxiliary and what we collectively need to do to prepare for and manage this future.

In this first article I want to let you know more about the concept of Maritime Domain Awareness (MDA) and to share some philosophical perspectives on change and continuity.

Change and continuity is a recurring theme associated with leadership transitions in the Coast Guard:

- When Admiral James M. Loy became Commandant he stated, "A change of command, even at the Commandant level, is as much about continuity as it is about change. The Coast Guard has undergone significant change over the past few years.

"We all welcome the leadership challenge that comes with such times. However, we must also recognize the need to preserve the things that represent stability — constants like our core values of honor, respect and devotion to duty."

- Admiral Thomas H. Collins, our present Commandant, marked the first anniversary of the U. S. Coast Guard's realignment under the Department of Homeland Security by noting, "The dual threads of change and continuity are woven into the fabric of the Coast Guard's performance of today's missions and its anticipation of tomorrow's. On the one hand, the changes that

the Coast Guard is experiencing today are of epic proportions by any measure.

"The Coast Guard must lead that change — to seize its opportunities by transforming itself so as to be ready to address tomorrow's challenges. At the same time, we in the Coast Guard must implement transformation initiatives within a framework that allows us to hold fast to the core characteristics and values — honor, respect, and devotion to duty — that have defined the very essence and success of our service to the nation throughout our history and will continue to do so in the future."

## Impetus for change

The terrorist attack on our nation on Sept. 11, 2001, substantially altered the national security environment and, in turn, spurred fundamental changes in the organization, roles, and missions of the Coast Guard.

Just as the Coast Guard charts a new course, so too must the Auxiliary if we are to provide not only a continuation of the superior level of service that dates back 65 years, but also a bold enhancement of that service to include an entirely new set of actions and directions in support of America's Maritime Homeland Security.

## Maritime Domain Awareness

One of the major post-9/11 changes affecting the Coast Guard is the need to increase Maritime Domain Awareness (MDA). MDA has been defined as "the effective knowledge of

all activities associated with the global maritime environment that could impact the security, safety, economy, or environment of the United States.”

To recognize and reduce vulnerabilities of U.S. ports and waterways, the Coast Guard has assumed a leadership role in an interagency approach for establishing MDA.

MDA entails the development and use of accurate information, intelligence, and knowledge of vessels, cargo, crews, and passengers. MDA is designed to enhance our security through collaborative efforts with international partners to identify and counter security risks before they reach U.S. ports.

Jeffrey P. High, Director of Maritime Domain Awareness, USCG, testified in Congressional hearings, “Building a national MDA capabilities requires both a process and a system. In the most fundamental terms, the MDA process consists of receiving maritime data, information, and intelligence, both classified and unclassified; fusing, correlating, analyzing, and interpreting the collected material; and disseminating effective assessments, actionable intelligence, and relevant knowledge to appropriate federal, state, local, private, and international stakeholders in a usable format ... The system includes cooperation and information exchange with and among the public, private and commercial sectors at all levels.”

## **Future Auxiliary role**

How do we fit into the MDA program? The Auxiliary leadership is developing an integrated plan to transform the Auxiliary from an organization solely concerned with maritime safety to one that gives added attention to maritime security.

Using the Auxiliary’s Operation Patriot Readiness Phase III Program as the nucleus, the Auxiliary has begun building an MDA capability.

To help spearhead this effort we have created a new position within the Auxiliary, the National Director for Maritime Domain Awareness, which reports directly to me. The new MDA director, John VanOsdol, will work closely with his Coast Guard counterpart and our leadership to identify and develop specific Auxiliary programs and activities in support of increased MDA.

We plan to effect a balanced transformation between MDA and our traditional boat-

ing safety missions. The future will witness a fusion of safety and security missions for the Auxiliary.

The Auxiliary welcomes the new opportunities to support the Coast Guard and will do whatever is necessary to shoulder a larger role in MDA. At the same time we will not abandon our shared responsibility with the Coast Guard to promote and enhance recreational boating safety. We will continue to support this objective through our boating safety courses, vessel safety checks, chart updating, aids verification, marine safety, and search and rescue activities.

These cornerstone activities are worthwhile missions, help provide funds to all levels of the Auxiliary, and are the major sources of new members. One of our continuing challenges in the coming years will be to maintain the appropriate balance between our new opportunities and these traditional missions.

## **Continuity**

If the need for change is obvious, why do we also speak of continuity? The core values of both the Coast Guard and the Auxiliary — honor, respect, and devotion to duty — are our fundamental strengths. These and related attributes — professionalism, accountability, and commitment — are the foundation of our continued success.

It is essential for us to align our organizational strategies with these core values as we chart a course for the future. We owe a debt of gratitude to our past leaders who held fast to these core values and acknowledge a responsibility to do the same so that future leaders can also capitalize on these strengths.

It is also essential to continue to be people-centered and maintain our efforts to recruit and retain members. As our MDA programs and activities take shape, we will redouble our efforts to explain these changes, show why these are necessary, and how our members can contribute to and benefit from “the new Auxiliary.”

In the coming months the Auxiliary will become decidedly more aggressive and focused — this is by design. We recognize the challenges ahead and share the Coast Guard’s sense of urgency in meeting these challenges. We will stand side-by-side with the Coast Guard — Semper Paratus — ready to answer the call of the Nation. 🇺🇸

# What the Future Holds

We can no longer do business as usual, but rather we must continue to adjust as our Auxiliary environment changes.



COMMODORE  
**KENNETH J.  
KOEPPEN**  
NATIONAL AREA  
COMMODORE  
ATLANTIC WEST



On assuming the office of National Area Commodore, Atlantic – West, I was immediately, along with the other members of the National Executive Committee (NEXCOM), plunged into a series of meetings to prepare ourselves for the ensuing years with Coast Guard briefings, the fall National Area Planning Meetings and the All Flags workshop.

Looking forward from what I learned at those briefings, I understand how we Auxiliarists have the opportunity to become more active — and play a decisive role — in the planning, participation and direction of our group in the coming years. Gene Seibert, our National Commodore, presented to the All Flag workshop our business plan, organizational direction and role in Marine Domain Awareness (MDA).

Auxiliary districts will be asked to develop their own business plans in conjunction with the national business plan and your Coast Guard district commander's plan.

They will provide direction, involvement and a partnership with

your district commander in charting a course for the ensuing years and will become the blueprints for engaging and balancing Recreational Boating Safety (RBS) missions with MDA activities. They will be living, breathing documents that can be shaped to meet the needs of both the Coast Guard and Auxiliary whenever they are affected by local factors.

To satisfy the requirement of a balance between RBS and MDA, the delivery of MDA material can use the same delivery methods as those used for safe boating literature. This means utilizing Program Visitors (PVs), Public Education classes, and Vessel Safety Checks (VSCs) to introduce the Waterway Watch program and distribution of the brochures at these various program events.

Commodore Seibert's watchwords are, "Ready, Responsive and Resolute" and all three can be applied in balancing our traditional roles with our ever-changing roles of MDA.

We can no longer do business as usual, but rather we must continue to adjust as our Auxiliary environ-





ment changes. We can make this happen by availing ourselves to positions of our interest and selecting an area we prefer, rather than being all-inclusive. By using this approach, we become Ready, Responsive and Resolute in the selected program. This approach, perhaps, will be an impetus for members who have been active since their enrollment to remain involved.

As Auxiliarists, we need to strengthen our roles as mentors to the new enrollee and be available to provide sound direction. We can achieve growth and organizational viability by bringing to the surface our experience as participants in a chosen field.

We need to continue forming partnerships with other organizations that are similar to ours and that also provide MDA services.

As we become more involved in the planning and implementation of Coast Guard programs, our roles will become increasingly more security-oriented. We will have met a security challenge on completion of the

Personnel Security Investigations process and will be able to proceed forward in security-sensitive issues and programs.


The success of enabling our Auxiliary to maintain its viability and grow depends on many things.

These “needs” come in the form of materials for operations, VSCs, the aviation program, PVs and all of the other programs provided by the National departments.

“Needs” are the continuation of our ability to have national training for district staff officers, our divisions and our flotillas. “Needs” are remaining the premier boating safety organization and expansion of our involvement in MDA.

In order to meet these “needs” we must continue to grow our membership and increase our financial soundness.

I look forward to the next two years as a member of your NEX-COM, primarily representing the 8th and 9th Districts, but looking out for all Auxiliarists.

Semper Paratus. 



# Public Involvement — An Urgent Need



COMMODORE  
**WARREN E.  
McADAMS**

NATIONAL  
DIRECTORATE  
COMMODORE  
RECREATIONAL  
BOATING SAFETY  
DIRECTORATE



The Coast Guard Auxiliary has more opportunities or taskings than any one organization should have to contend with.

Over the past year we have wrestled with the question of what priority takes precedence and where should we expend our energies.

Is our primary mission homeland security, or is it recreational boating safety? Should we devote more time to direct Coast Guard support, or independent Coast Guard Auxiliary missions? I think most members feel the various demands are mutually supportive but it is not always clear where various contributions stack up in order of importance.

The National Commodore has clarified the situation by redefining the mission of the Coast Guard Auxiliary as follows: "The overarching mission of the U. S. Coast Guard Auxiliary is to contribute to the safety and security of our citizens, ports, waterways and coastal regions."

With a focus on safety and security, all that we do contributes to the overall mission.

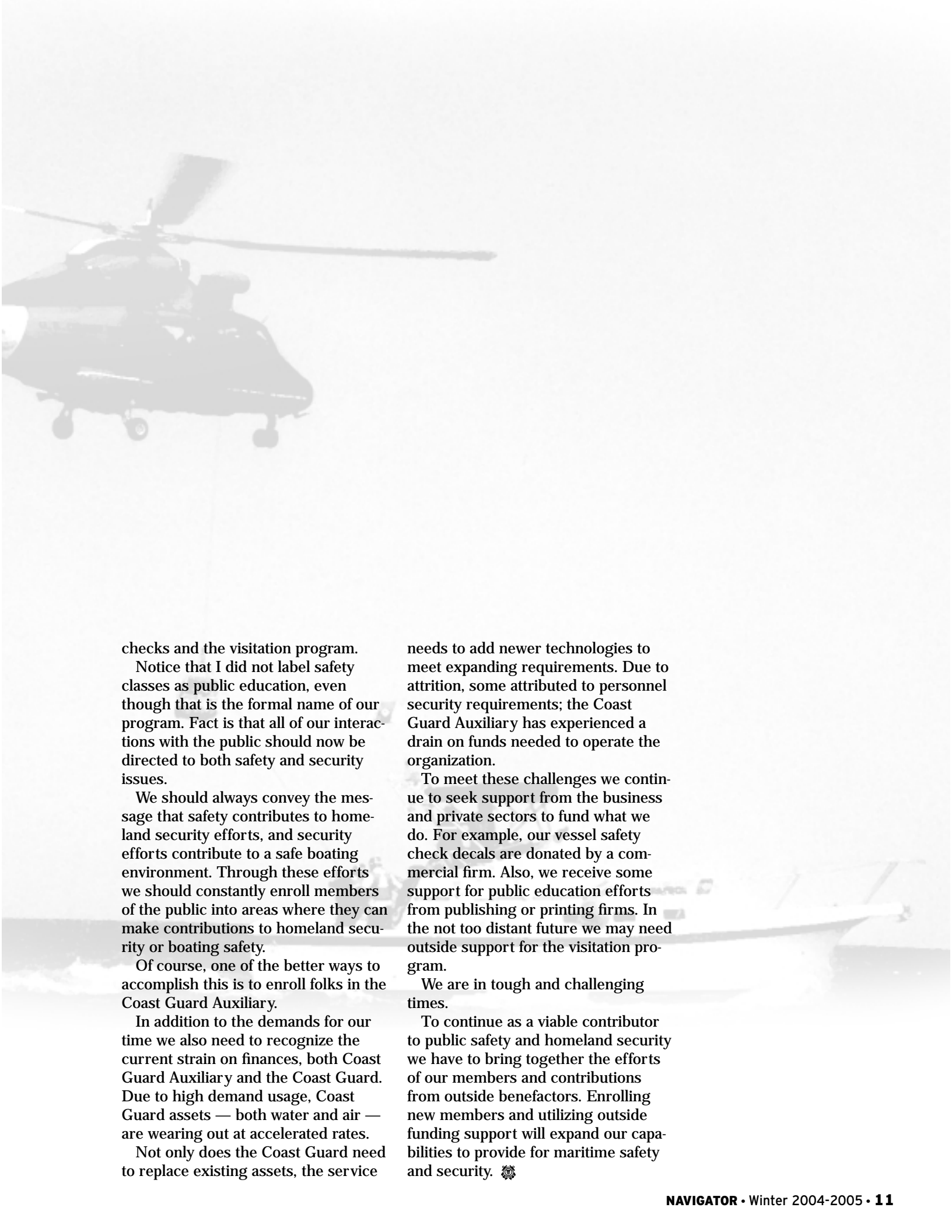
Direct Coast Guard support usually provides a direct contribution to security. In addition, when we are doing patrols this support also contributes to public safety.

When we teach a boating safety class we provide direct emphasis to public safety. We also make a contribution to security by reducing the students' likelihood of becoming a SAR case. Further, we train the boating safety students to be eyes and ears on the water through the Waterway Watch program.

With the focus on safety and security, all that we do fits into one large fabric of compatible tasks and missions.

Even better news is that there are areas that in which each and every member can make some kind of contribution. In terms of where members should apply efforts, there is plenty of give and take based on what is happening around us.

In times of heightened security risk levels we can shift our efforts more to direct support. In calmer times we can devote more time to public safety though safety classes, vessel safety



checks and the visitation program.

Notice that I did not label safety classes as public education, even though that is the formal name of our program. Fact is that all of our interactions with the public should now be directed to both safety and security issues.

We should always convey the message that safety contributes to homeland security efforts, and security efforts contribute to a safe boating environment. Through these efforts we should constantly enroll members of the public into areas where they can make contributions to homeland security or boating safety.

Of course, one of the better ways to accomplish this is to enroll folks in the Coast Guard Auxiliary.


In addition to the demands for our time we also need to recognize the current strain on finances, both Coast Guard Auxiliary and the Coast Guard. Due to high demand usage, Coast Guard assets — both water and air — are wearing out at accelerated rates.

Not only does the Coast Guard need to replace existing assets, the service

needs to add newer technologies to meet expanding requirements. Due to attrition, some attributed to personnel security requirements; the Coast Guard Auxiliary has experienced a drain on funds needed to operate the organization.

To meet these challenges we continue to seek support from the business and private sectors to fund what we do. For example, our vessel safety check decals are donated by a commercial firm. Also, we receive some support for public education efforts from publishing or printing firms. In the not too distant future we may need outside support for the visitation program.

We are in tough and challenging times.

To continue as a viable contributor to public safety and homeland security we have to bring together the efforts of our members and contributions from outside benefactors. Enrolling new members and utilizing outside funding support will expand our capabilities to provide for maritime safety and security. 

# Keeping The Light



An Auxiliarist uses a brush to clean the glass on top Point Cabrillo Lighthouse. *All photos by Bruce Rogerson*

# A Long Tradition Continues in California As Auxiliarists Assume Role of Modern Lightkeepers

**BY BRUCE ROGERSON**

VFC 87, D 11 NR

Until the early 1970s, lighthouses stood for over 100 years as aids to navigation, protecting our ships from America's rocky shorelines. But new technology eliminated the need for the old-time lightkeepers, known as "wickies," who kept the oil lamps full and lamp wicks trimmed.

The technology resulted in the shutdown of many light stations operated by the U.S. Coast Guard whose personnel were charged with the duty of keeping the "lights" burning after 1937.

Point Cabrillo Lighthouse, located on northern California's rocky and treacherous Mendocino Coast, was among those mothballed 30 years ago to make way for automated beacons and modern navigation.

The year 1999, however, marked the emergence of a new breed of modern lightkeeper.

That was the year U.S. Coast Guard Auxiliary, Flotilla 87, located 150 miles north of San Francisco, accepted a unique Coast Guard mission to maintain the restored Point Cabrillo Lighthouse as a Federal Aid to Navigation (ATON).

This is the story of Point Cabrillo's restoration and Flotilla 87's unique mission — so far not duplicated elsewhere in the U.S.

## **A New Breed of Lightkeeper**

Each week, two to five (of a dozen) trained Auxiliarists report for ATON duty at the Point Cabrillo Lighthouse, inspecting, maintaining, and cleaning the



**The Point Cabrillo Lighthouse, located on northern California's rocky coast, was established in 1909.**

*Photo by Bruce Lewis*



## LIGHTHOUSE

continued from page 13

lantern room glass inside and out.

One Friday per month, they shut the lens down to polish the prisms and shine the brass of the British-built, 95-year-old classical Fresnel lens. On a clear night, a 1,000-watt light bulb, aided by the sparkling lens prisms, projects a beam visible 14 miles out to sea.

### Accepting A New Mission

"Despite an [already] active mission schedule, including boating safety on a local lake and vessel inspections in nearby Noyo Harbor, the local flotilla was struggling to attract members," explained Ron Eich, flotilla commander.

That's when Point Cabrillo Lighthouse entered the picture.

"Arrangements were made with the Coast Guard so that the Auxiliary, properly trained, could maintain Point Cabrillo," Eich said. "With this new mission the flotilla was able to recruit a large group of new members."

The success of the flotilla's lighthouse work recently has led to the broader mission of maintaining nearby minor aids, according to Eich. In doing so, Flotilla 87 provides support, working under the direction of the Coast Guard ATN team at Humboldt Bay located three hours north.

"By handling routine maintenance and responding to emergency situations, we can save ATN Humboldt precious time and money that would otherwise be taken away from their many other homeland security missions," Eich noted.

### Reviving A Federal Aid

Decommissioned by the Coast Guard in 1972 after the new technology provided a less expensive alternative to the antique Fresnel lenses, Point Cabrillo lay fallow for 27 years.

In 1999, after major restoration work led by the Coast Guard, Point Cabrillo was re-commissioned as a Federal Aid To Navigation. Its job once again was to protect local fishing fleets, international merchant marine and cruise ships that occasionally report system failures and rely on the lighthouse to verify their location (indicated on all



**Pam Hurst, FSO-AN, sits inside the lens in order to clean some of the brass parts.** Photo by Bruce Rogerson

navigation maps with a notation about its 10-second flash signature).

### A Labor of Love

It is a typical summer morning on the Mendocino Coast, three miles north of the town of Mendocino where the long-running popular television series "Murder She Wrote" transformed the tiny village into Cabot Cove, Maine. The fog is burning off as the sun climbs above the horizon; the piping call of a pair of Pacific Oyster Catchers cuts over the muffled roar of the surf on the reef below the bluff at Point Cabrillo.

On the lantern room balcony, four blue-clad members of Flotilla 87 are assembling their equipment for an important day's work; work platforms, tools, mops, buckets, and cleaning

materials. It is major maintenance day at the Point Cabrillo Lighthouse.

"I'm proud to be a modern lightkeeper," said Doug Pohlson, FSO-OP. "With the brilliant brass Fresnel lens mounts and golden color of the crystal lens, ATON duty is pure joy."

Jim Kimbrell, FSO-FN, echoed Pohlson's enthusiasm: "I feel like I'm working on a national treasure."

The lighthouse was established in 1909 as an aid to navigation at the height of the coastal lumber trade on the north coast of California. The original British-built Fresnel lens provided a beacon for seafarers from 1909 until 1972 when the lens was decommissioned. It was replaced by a DCB Beacon as part of the Coast Guard automation program for lighthouses. The lens sat unused, gathering dust



**Auxiliary member Tom Dolan pays special attention to the lighthouse glass.**

*Photo by Bruce Rogerson*

under an old canvas cover for the next 27 years.

During the late 1980s and early '90s, the California Coastal Conservancy, with the encouragement and support of the local communities, acquired the land surrounding the Federal Lighthouse property to form the Point Cabrillo Preserve, ensuring public access to this stretch of coastline for posterity.

In 1991 the Coastal Conservancy negotiated a unique land swap with the USCG, where by the Coast Guard received land with housing for Station Noyo personnel and their families in near-by Fort Bragg, in return for the Lighthouse property at Point Cabrillo.

Over the next several years, the Coastal Conservancy, through a non-profit organization, the North Coast

Interpretive Association, developed ambitious plans to restore the lighthouse buildings and the Fresnel lens to their original working condition.

After extensive research by the NCIA staff and local volunteers, work commenced in the fall of 1998 in cooperation with the USCG ATON staff.

The Fresnel lens was painstakingly dismantled — panel by panel — and restored to its former glory of shining brass work and flashing glass prisms by a team of volunteers who put in hundreds of hours of labor. At the same time the complete lantern room was removed from the tower by crane and extensively renovated and repainted.

### **A Stumbling Block**

During this process, negotiations

were continuing between the NCIA and the USCG to permit the beautiful Fresnel lens to assume its original role as the official navigation aid at Point Cabrillo, replacing the automated beacon mounted on the lighthouse roof.

The stumbling block to this plan was that the USCG no longer had the personnel — or the budget — to maintain an active Fresnel lens, which requires lots of loving care and attention. As a Federal Aid to Navigation, the light had to be maintained by a duly authorized federal agency.

The solution to the impasse was the Coast Guard Auxiliary.

An agreement was worked out between the NCIA and the Coast Guard whereby a number of local volunteers would join the Coast Guard Auxiliary to care for the lens. Over the past four years, more than 20 volunteers have gone through the required Auxiliary training and become members of Flotilla 87, Unit No. 11N-08-07, Mendocino County.

On June 10, 1999, approximately 90 years from the day of its original illumination, Point Cabrillo Lighthouse began projecting its 10-second characteristic light, providing a welcome beacon for local boaters 24 hours a day, seven days a week. Under the direction of Pam Hurst, FSO-AN, "who truly sees this as a labor of love," the Auxiliarists perform the essential weekly and monthly maintenance on the lens and lantern room.

"I was honored being part of the two-year effort to restore the lens," said Harold Hauck, FSO-IS. "I continue to get great satisfaction participating in our flotilla's ATON mission that keeps this historical light shining."

Certainly the job of the new lightkeepers is less taxing than those who originally manned Point Cabrillo in the early 20th Century. Those "Wickies," as one of their primary duties, had to keep the oil lamps trimmed and fueled as the source of light magnified by the Fresnel lens, carrying oil up the stairs.

Nevertheless, the modern-day keepers of Point Cabrillo are proud to maintain the original lightkeepers tradition, with the assistance of electricity. They are protecting an important part of maritime history and showing honor, respect, and devotion to duty in a unique fashion. 🌀



# Auxiliary Supports Coast Guard's BUI Efforts

Flotillas pitch in to help stop intoxicated boaters around Chicago.

BY MICHAEL SCOTT  
ADSO-OP 9 WR

When Rear Admiral Robert J. Papp, the new Commander of the Ninth Coast Guard District, announced to his units that his top priority would be stopping intoxicated boaters, the crew at Coast Guard Station Wilmette Harbor heard him loud and clear.

One of two units responsible for the federal waters of Chicago, Wilmette Harbor Station was still growing from the station (small) size of nine active duty personnel to a full-sized station as the 2004 season started.

An obvious need for additional law

enforcement patrols was late at night, as restaurants and liquor establishments along the Chicago River closed and boaters headed home. Additional likely times included Wednesday and Saturday nights, when fireworks displays were sponsored at Navy Pier.

Group Milwaukee developed a plan, code-named Midnight Badger, to focus on apprehending intoxicated boaters with four weekends of late-night/early-morning patrols. This unit could mobi-

SEE BUI PG. 18







## BUI

continued from page 17

lize a standard boat crew, and often augmented the duty section with a second boat crew made up from the Command Cadre.

However, it was quickly recognized that these law enforcement patrols, while extremely productive, put the unit past fatigue limits. Further, only four nights of heavy enforcement would not be as effective as continuous patrols throughout the summer. There was no relief section or available boat crew to call to cover the search and rescue response during the following morning.

The answer was found with the established close working relationship with the Coast Guard Auxiliary.

Wilmette Station is regularly supported by crews from Divisions II and III of

9WR, with members from four other divisions frequently adding their support. The first request went out for a resource to be available for B-0 SAR standby during the weekend morning hours, while the active duty crews were recovering from their late-night operations.

Two 24-foot aluminum patrol boats have been donated for Auxiliarists to operate at this unit, and these boats are routinely scheduled for afternoon safety patrols. One crew each day was asked to arrive early for standby at the station, and then conduct their scheduled safety patrol if no SAR developed early. This gave the unit a SAR resource if needed, without disturbing the potential for two-boat training and actively interfacing with the boating public during the heavier afternoon boating period.

The Auxiliary gave additional support by providing regular patrols for the fireworks at Navy Pier. Although these marine events were assigned to Calumet Harbor Station, the safety zone around the fireworks barge was jointly patrolled by Calumet Harbor and Wilmette Harbor units, Chicago Police Marine Units, and Auxiliary patrol vessels.

Auxiliary patrols from Wilmette were scheduled for every fireworks patrol, and often were the only Coast Guard representation at the event when active duty boats were diverted to law enforcement missions.

John Rogers, a member of Flotilla 10-8 who joined after 9/11/01, observed, "The level of cooperation between the Wilmette Harbor active duty and the Auxiliary is among the highest I've seen. It is a real treat to be a part of



**Rick Tamraz (foreground) of Flotilla 2-12 and Rick Polad of Flotilla 7-9 practice alongside towing.** Photo by Jeremiah Coughlin, Flotilla 7-2



**CGAUX PI-SAR and crewmembers on patrol off Navy Pier, Chicago.**

Photo by Rick Polad, Flotilla 7-9



Station Wilmette's operations ... especially when we hear how much our efforts are appreciated." Without the dedication of the fireworks patrol crews, many productive boardings would have been missed while the active duty boats protected the fireworks spectators.

As the season developed, the station was tasked with more challenges. The resources of the unit were strained further, as personnel were detached from the already-small unit to perform law enforcement patrols in the Boundary Waters of Minnesota.

Two Auxiliarists who were qualified for communications watch began accepting the morning watches following law enforcement patrols. This freed another active duty crew member for boarding operations on law enforcement patrols, and this frequently was

the difference whether one or two boats were underway throughout the night.

BMC Mark Stevens, Officer in Charge, commenting on the benefit of the combined operations, noted, "One boat we terminated had four children and five intoxicated adults on board. It's scary to think what the results of that voyage could have been."

When weather conditions were not conducive for law enforcement patrols, the active duty was careful to de-alert the Auxiliary standby forces. They recognized that, by being considerate to the Auxiliarists who were putting in extra hours for their benefit, the working relationship would remain strong. They reserved the extra efforts for the days that counted toward law enforcement, without abusing the offers on days that did not need it.

The cooperation between the active

duty and Auxiliary ran both ways. For two major regatta patrols, active duty members volunteered to sacrifice their liberty time to crew on Auxiliary facilities that otherwise could not have taken orders.

On one of these patrols, a steering bracket broke off during the patrol. MK3 Jeremy Stock, who had volunteered to crew on the facility that broke down, brought his welding equipment to the scene and performed the repairs necessary to return the facility to operational status.

As evidence to the success of this relationship, Station Wilmette Harbor ended FY2004 with 72 BUI boardings — the highest total for any station in the country — out of a total of 503 boardings. The Auxiliarists of Ninth Western Region share their pride in a job well done. 🌟



**CGAUX PI-SAR  
242039 stands  
ready just off  
Chicago's famed  
Navy Pier.**

*Photo by Rick  
Polad, Flotilla 7-9*

# Hands-On Learning

A group of enthusiastic Cape Hatteras high school students enjoy a day practicing safe boating skills and seamanship.

**BY STEVE LEWIS**  
Flotilla 16-07

The weather on this Oct. 26, 2004 morning was typical for the Outer Banks — sunny and breezy. This was going to be a perfect day to conduct on-the-water training for a group of North Carolina high school juniors and seniors who were boating enthusiasts.

Eleven students from Cape Hatteras High School were taking a boating safety course centered on the Coast Guard Auxiliary Boating Skills and Seamanship course. The classes were being taught by the Coast Guard and the Outer Banks Auxiliary Flotilla 16-07. The class met every day for one and one half hours and the students received one hour of credit upon completion.

To help generate enthusiasm in support of safe boating, and to let the students practice what they were learning, Coast Guard Auxiliary Flotilla 16-07 invited the 11 students to Colington Harbor for a day of “hands on” learning.

Their day began with a 0900 arrival, followed by introductions, briefings and on-the-water teaching using five 16-07 facilities. The morning class consisted of proper pre-underway briefings, casting off lines, radio usage, overtaking and crossing drills, man overboard drills and docking. Each student participated in demonstrating his knowledge during each drill.

The facility returned to the dock around 1130 where the students had a chance to practice their charting skills. They were given the task of charting courses for the afternoon activities. It was quite interesting to watch their efforts as there seemed to be a great deal of competition among the plotters to get it right and precise the first time.

In the end everyone came up with the correct courses and was anxious to put their efforts to the test. But, first it was time to eat.

Some of the Auxiliarists who did not participate in the on-the-water exercises were gracious enough to prepare a



**Two Cape Hatteras High School students practice their charting**

lunch of hamburgers, hot dogs, coleslaw, potato chips, beans and brownies for all.

The Outer Banks photographer of the *Virginian Pilot*, Drew Wilson, and Greenville television station WITN reporter Aaron Tuell were along for the afternoon activities. Both accepted an invitation and expressed a desire to be included in this event and did an outstanding job of documenting and covering the events of the day.

Wilson captured some great pictures and Tuell spent



skills as part of the day-long safe boating skills and seamanship course. Photos by Drew Wilson

quite a lot of time conducting on-camera interviews of the students, their teacher, Jim Fordham, flotilla commander.

After lunch the students reboarded the facilities — the press on a separate facility — and headed out to meet *Tom Cat*, a 29-foot powerboat facility that is outfitted to work with Coast Guard helicopters. *Tom Cat* is owned and skippered by Auxiliary Coxswain Tom Franchi.

*Tom Cat* was taking part in a helo and C-130 exercise and the students were quite anxious to watch — close up.

Unfortunately, the helo portion of the exercise cancelled at the last minute because of a high priority commitment. However, the four-engine C-130 Hercules was impressive as the pilots practiced dropping “water pumps and survival gear” to the “distressed” vessel.

The students got a real thrill when each facility had the

# Welcoming *Razorback* Home



Auxiliary members keep an eye out for problems as the *Razorback* is towed to welcoming ceremonies at North Little Rock, Ark.

Photo by Stu Soffer



## Auxiliarists are there to help ensure the longest serving submarine in the world safely reaches her new home in Arkansas

**BY STUART D. SOFFER, SO-PA**  
D15 8WR

The longest serving submarine in the world — *USS Razorback* — received a rousing welcome to her new home in North Little Rock, Ark. Aug. 29, 2004 and the Auxiliary played a key role in making sure her arrival went smoothly.

Auxiliarists from Eighth Western Rivers District Division 15 flotillas provided six facilities and around 20 crewmembers to support the official welcome for the WW II diesel submarine.

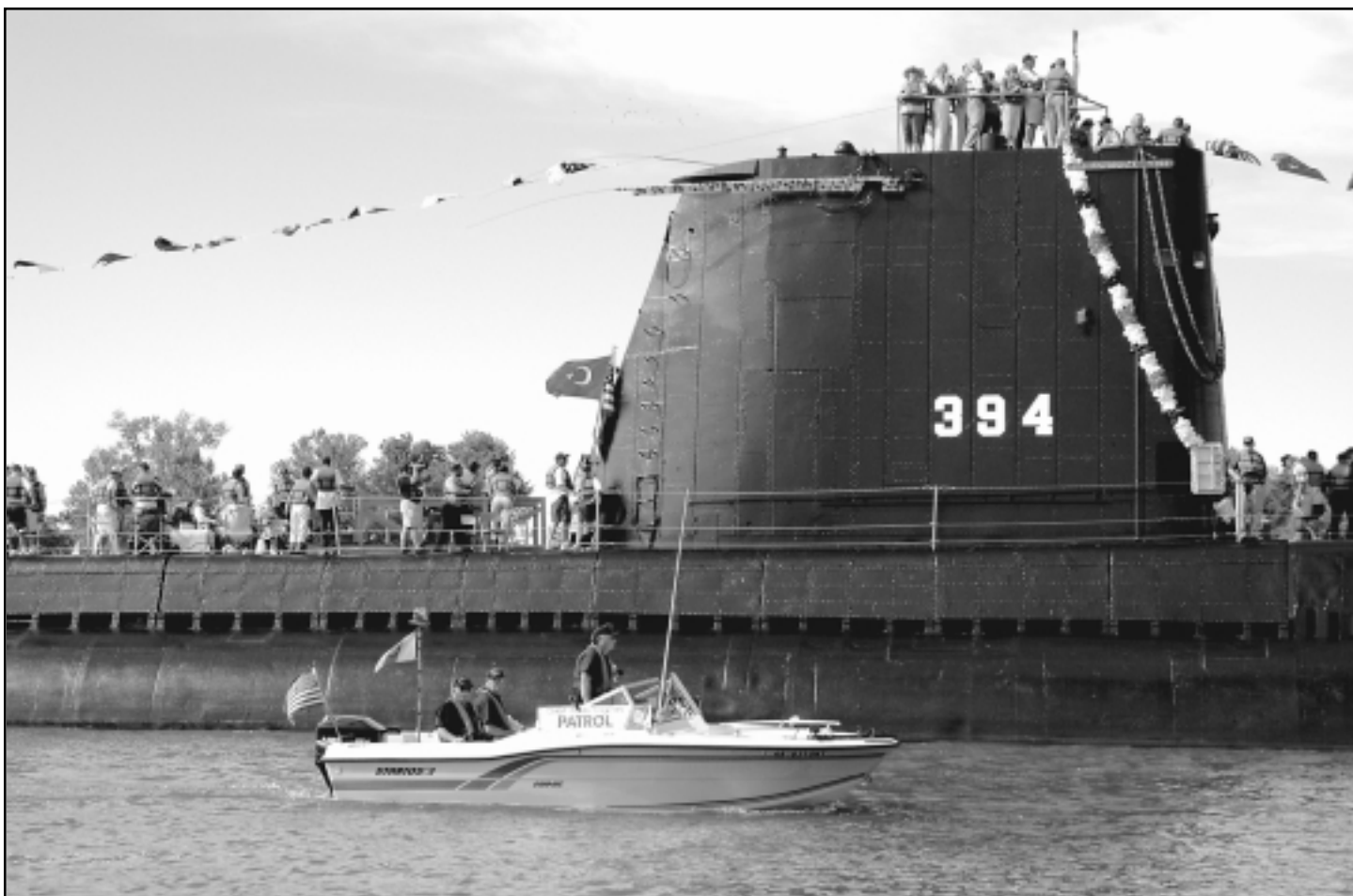
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SEE **SUBMARINE** PG. 24



Even a vintage 1960s Amphicar was on hand to welcome the *Razorback*. Photo by Stu Soffer





A facility is from Pine Bluff, Ark. Flotilla 15-4 with Stu Soffer as coxswain, Robert Lunsford, Allen Trusell and William "Bill" Cody as crew, were ready to rescue any of the guests aboard the Razorback who fell overboard. Photo by Flotilla 15-4

## SUBMARINE

continued from page 23

Auxiliary members provided marine safety patrols during the submarine's initial arrival to temporary mooring facility in North Little Rock, then back downstream for several miles and finally on Sunday back upstream for the official welcoming.

While there were state game and fish personnel and local sheriff's deputies on the water to help provide security, Auxiliary members' efforts were in effect a force multiplier for the Coast Guard's Marine Safety Office Memphis.

For Sunday's welcoming ceremonies, Auxiliarists were on the water from about 1400 until fireworks ended at 2130. In order to have the fireworks display, about three miles of the river had to be closed to vessel traffic.

Auxiliarists had to keep boaters out of the main channel before the fireworks were discharged and until the

all-clear was given. People obviously were anxious to get to the boat ramp and try to jump the exclusion zone, but Auxiliarists were diligent in helping to control the boating crowd.

The Auxiliary's presence on the water also helped deter problems from too much social drinking.

The welcome proved to be quite a party. The patriotic celebration, billed as an "American Homecoming," included a full slate of events throughout the weekend.

More than 150 submarine veterans representing 25 states were on hand for the submarine's arrival. The submarine veterans attending represented several tours of duty including WW II, the Korean War, the Vietnam War and the Cold War.

The last *USS Razorback* Navy Captain, Joseph T. Talbert, Jr., U.S. Sens. Blanche Lincoln and Mark Pryor, Congressman Vic Snyder, Adjutant General of the Arkansas National Guard Don Morrow and

other dignitaries participated in the welcoming ceremony.

Turkish officials were also on hand to honor the submarine's 30 years of distinguished service as the TCG Murat Reis in the Turkish Navy.

Commissioned in 1944, the 1,500-ton *USS Razorback* was the last operational submarine present in Tokyo Bay to take part in the formal surrender of Japan on Sept. 2, 1945, officially ending W.W.II.

*USS Razorback* earned five battle stars for her WWII service and four stars for service in Vietnam, the only submarine to earn battles stars in both wars.

The sub was decommissioned by the U.S. Navy in 1970 and transferred to the Turkish Navy, where she spent 30 years of distinguished service as the TCG Murat Reis.

Rather than scrapping the ship, U.S. officials began a two-year negotiation effort with Turkish officials to bring the 60-year-old submarine back to



**Government officials, former crewmembers and local dignitaries wait aboard a barge for the *Razorback*.**

*Photo by Stu Soffer*



**Two Auxiliarists perform crowd control duty during ceremonies for the *Razorback*.** *Photo by Stu Soffer*

America.

The city of North Little Rock, Ark. acquired the sub from the Turkish Navy for \$39,684.59 in salvage costs.

The *USS Razorback* began her 7,000-mile journey from Istanbul, Turkey on May 5, 2004, sparking international media interest that continued throughout her trip.

She made her first stop in U.S. waters in Key West, Fla., on June 12. The submarine continued later that week on her journey across the Gulf of Mexico making her first fresh water stop in a welcoming ceremony near the French Quarter in New Orleans, La., on Saturday, June 19.

Several thousand well wishers were

on hand for the New Orleans ceremony.

After a few weeks of preparation for the upriver tow on the Mississippi River, the *USS Razorback* began her journey to Rosedale, Miss. on July 10, with a two-night stop in Baton Rouge, La.

Due to river depth concerns on the Arkansas River, arrival organizers postponed the original ceremony then planned for July 18 in North Little Rock.

On Thursday, July 15, the *USS Razorback* entered Arkansas water for the first time with an overnight stop at the Montgomery Point Lock and Dam near Tichnor, Ark., where she took part in the next day's official dedication ceremony of the Montgomery Point Lock and Dam.

After a temporary stop at the Port of Little Rock, she was later moved on Friday, Aug. 6, to the rock quarry in North Little Rock to allow local submarine veterans and city officials to prepare the submarine for the homecoming festivities.

The *USS Razorback* will make its permanent home in North Little Rock as part of the Arkansas Inland Maritime Museum. 🚢

# Hurry-Up Hurricane Duty

## Auxiliary 'Volunteers' Quickly Respond to FEMA's Call for Help

**BY MAXINE CAVANAUGH**  
Auxiliary National Press Corps

Charles Hartjen picked up the stack of colorful flyers and cards from the passenger seat of his rental car and approached the people waiting in line for bags of ice and cases of bottled water.

"Have you applied for disaster assistance?" he asked each person as he handed out the flyers and cards. "Call this number to apply."

Answering an appeal from the Federal Emergency Management Agency (FEMA) Auxiliarists across the country converged first on Atlanta, Ga. and then Florida. Auxiliarist Charles Hartjen came from Linn Creek, Mo.

Another Auxiliarist, Bill Giers from Cocoa Beach, Fla., reported to FEMA and soon became involved in teaching local Community Emergency Response Team members to become community relations officers for FEMA. As a nurse and a manager he became invaluable to the disaster work.

Giers' supervisor Gordon Myers — another Auxiliarist who calls Seattle, Wash. Home — recommended him for an opening at disaster headquarters where he became part of the psychological analysis and debriefing section.

Throughout the country other Auxiliarists heard about the volunteer

"call up" through email as each district put the word out.

Coming straight from NACON where they heard about FEMA's appeal, Bruce Takayama and Ed Lott from Honolulu, Hawaii arrived in Florida and soon found themselves in the thick of it.

They drove hundreds of miles crisscrossing Florida where they walked neighborhoods and contacted hurricane victims urging them to apply for assistance.

Takayama and Lott were only able to stay for the minimum two-week tour of duty, and even had to make a trip to the local Kmart to get some shorts and t-shirts to work in. Myers also came from NACON. Myers, Hartjen, Giers and many others stayed longer — as long as they were needed.

But these Auxiliarists were not on Coast Guard orders. They were not volunteering in the normal sense as Auxiliarists. They would not get volunteer hours for Auxiliary credit, nor would they get to go home at night to their families.

They would, however, be paid an hourly wage and expenses by FEMA. Following a couple of days in Atlanta, where they received training on the FEMA teleregistration process and community relations procedures, emphasizing ethics and sensitivity to people's situations, the "volunteers" were issued FEMA ID badges and sent on their assignments to various

counties throughout Florida.

They worked as auxiliaries to FEMA's community relations staff, ground troops who could personally carry the basic message that help was available to every individual they could reach. Lodging was initially promised as maybe a cot in a shelter. Luckily, most were able to find rooms in hotels near where they were working. Eventually, some even got FEMA shirts.

From early September Hartjen, Giers, Takayama, Lott, Myers and approximately 160 other Coast Guard Auxiliarists worked 12-hour days in the mosquito infested, hot and muggy Florida climate. They made contact with people through out the state to ensure that anyone who had suffered damage or loss from the hurricanes got the information to apply for disaster assistance.

They went door to door in neighborhoods, rich and poor alike, talked to people in shopping malls, churches, shelters, Red Cross food lines sometimes driving hours each day to get to the needed locations — wherever people gathered to get supplies of ice, water and other essentials. It was important that everyone who might need help got the information on how to apply for it so they could get started back on the road to recovery.

By the time many of the "volunteers" got on scene Hurricane Frances's path had already made the 'X' across Florida. Then Hurricane Ivan made his presence known. Floridians and FEMA personnel alike hunkered down for yet another battering by Mother Nature. Except for the time when the storms actually came across their areas these



**Philippe Mugnier (43) and Rand Henke (47 FC) assist a Coast Guard Aides to Navigation team member with loading channel marker buoys aboard the Auxiliary vessel *Manana*. Photo by Mike Howell, FC-43, VDC-4 elect**

“volunteers” were out in the field getting the word to victims on the teleregistration process.

Myers became a sector manager and soon had Hartjen working as his deputy. As more community relations officers arrived Myers and Hartjen trained them and sent them to their assignments. Then Hurricane Jeanne appeared to be heading directly for Hartjen and Myers’ duty station. Hartjen volunteered to work the midnight to dawn shift at the Bradford County Emergency Operations Center during the alert.

Myers’ evaluation of both Giers and Hartjen stated that each man “...is a

credit to the US Coast Guard Auxiliary...dedicated to enhancing the Auxiliary’s image.”

It’s been said if you want a job done, if you need volunteers, you ask the busiest people you know. So FEMA reached out to volunteer organizations, federal, state and local agencies, and people volunteered to help. FEMA’s response to the four hurricanes was unprecedented, necessitating FEMA to think outside the box in order to ensure victims received help as quickly as possible.

“We put out a call for hundreds of people to come help us,” said FEMA Deputy Community Relations Chief

Ken Jordan. “And come they did. People from the Coast Guard Auxiliary to the U.S. Forest Service responded. Among the volunteers were more than 2,600 Citizen Corps participants from 48 states who deployed to help in disaster recovery from the hurricanes. And we used them in jobs from walking door-to-door through devastated neighborhoods to working in the Disaster Recovery Centers we set up for victims all across the state. They worked long hours, often outdoors in high heat and humidity. We could not have asked for more. They were magnificent.” 🌀

# THE DALCO PASSAGE 'MYSTERY' OIL SPILL

Forty-nine Auxiliary members representing 13 flotillas provide an estimated 1,350 hours of work in response to Puget Sound's Dalco Passage spill.

**BY MARY ANN CHAPMAN**

AUX LO MSO Puget Sound  
ADSO-MS-N, FC 13-24 D NR

In the early morning of Oct. 14, 2004, Marine Safety Office (MSO) Puget Sound received a tug captain's report of an oil slick near Tacoma, Wash. This routine report escalated into a major environmental incident — the Dalco Passage "Mystery" Oil Spill — and set the stage for unprecedented incident response support by District 13's Northern Area Auxiliarists.

For two years, the Northern Area has worked to build support relationships with Coast Guard commands, provide force augmentation, and implement Operation Patriot Readiness. The complex nature of the Northern Area, however, presented some challenges.

The area's four divisions include 19 flotillas with overlapping geographical territory, and its Area of Responsibility (AOR) includes two Coast Guard operational groups, one air station, one Marine Safety Office (MSO), and District 13 headquarters.

The solution adopted by RCO-N Fred Bell and the Northern Area Division captains was to centrally coordinate Coast Guard direct support that

overlaps division and flotilla boundaries.

As the Auxiliary Unit Liaison Officer (AUXULO) to MSO Puget Sound, I work with the area's divisions and flotillas to coordinate members from all four divisions and meet MSO's direct support needs. MSO Puget Sound's Commanding Officer, CAPT Danny Ellis, who also serves as Captain of the Port, has requested my presence at his weekly staff meetings and included the Auxiliary Unit Liaison Officer on the organization chart of the emerging Sector Seattle.

To support our direct support role, flotilla commanders have assisted in identifying members from throughout the area who wish to provide direct support, and we have strongly promoted Incident Command System (ICS) training and marine safety PQS training. Auxiliarists from all four divisions now routinely provide MSO force augmentation. We assisted in the Joint Information Center at a major oil spill early last year, played critical roles in a 30-hour MSO/industry simulated environmental disaster drill, and ran two exercises of an MSO Operation Readiness program.

This training and preparation paid

off when I received a call mid-afternoon on Oct. 14, 2004, from Craig Brown, outgoing commander of Tacoma-area Flotilla 32 and Vice Captain-elect of Division 3. "Have you been contacted about the oil spill?" he asked. "Karen Francisco called me. It's all over the news." Karen is a staff officer of Division 3 and Flotilla 32.

I glanced at my email screen and found a press release from District 13 Public Affairs. Asking Craig to stand by, I called the District 13 Public Affairs office. PO Adam Eggers, the Public Affairs contact initially assigned to the spill, was en route to MSO Puget Sound to help plan the response. Craig was at work, so I advised Karen to get into tropical blue and put her in touch with PO Eggers. By the time the Incident Command selected the Tacoma Fire Department Training Center as the Incident Command Post and PO Eggers notified Karen to report there, Craig was home from work and changing into uniform. They







**Expert clean-up personnel from many agencies gathered oily debris along the southern islands' strand. They were shielded from media and public interference thanks to Auxiliarist patrol watches on both water and land.** Photo by Shaheed Ali-Sheikh

also recruited Gene Rubbert (Flotilla 32) to join them at the IC Post. I started calling ICS-trained Auxiliarists and giving them a heads up.

About 1900, Karen called with the Coast Guard's request for Auxiliarists. Essentially, it was "Send as many bodies as you can find." They hoped for about six. By bedtime, we had 17 Auxiliarists ready to report the next morning at 0700. They came from eight flotillas, from all four divisions, and from as far as 60 miles away. About half were ICS trained. None knew exactly what they would be doing, so some brought both tropical and working blue uniforms to be ready for anything.

By mid-day, two were on the water in an Auxiliary facility carrying media. Six were in the field providing "security and crowd control," diverting the public and media away from the cleanup crews. Several were working in a Joint Information Center (JIC) that was humming with activity even as the

fire department employees ran more telephone lines into the room. Others were assigned to assist the logistics section. I helped coordinate and served as Auxiliary Liaison to the Incident Command.

As the Incident Command became firmly established, we fell into the rhythm of the ICS forms, communications, planning meetings, press releases, press conferences, and on-the-spot decision-making for which we had trained. Each Auxiliarist had a "T-card" on the Operations Section board, tracking their assignments. When the planning section sent us personnel requests for the next day, we assigned standby Auxiliarists to duty stations and call them to confirm.

On morning two, 23 Auxiliarists from 10 flotillas reported for duty. Division 2 Captain Ted Schiesswohl (Flotilla 22), a retired career Navy officer, became an essential part of the Logistics Section. Flotilla 22. Commander Doug Julien, RCO-Elect

John Thoma (Flotilla 32), and Flotilla 22 VFC-elect Kelly Garber were assigned to "shadow" the Incident Commanders and be their scribe.

Auxiliarists rotated through duty at the front desk, a critical function because its log is the initial data entry point for all personnel. The same folks served as the IC Post gatekeeper, preventing entry by unauthorized personnel. Flotilla 12 Commander Russ Powell was stationed in the IC Post parking lot, controlling media access. Six Auxiliarists including Division 3 Captain Shaheed Ali-Sheikh (Flotilla 33) were in the field, continuing to protect the cleanup workers from intrusions and monitoring Washington Department of Ecology radio transmissions. The only two metal Auxiliary facilities in the area, *Red Ryder* and *Cisco's Kid*, carried ecology and wildlife personnel on survey trips. Spill officials feared that fiberglass hulls would be stained by the oil.

The Dalco Passage "Mystery" Oil Spill continued like this for seven days. Claudia Kenworthy (Flotilla 24) became the mainstay of the JIC. All the reporters and several environmentalists and members of the general public knew her by name. Dan Repp (Flotilla 38) led a caravan of media and Corps of Engineers personnel to a launch ramp to survey the spill.

After two days on duty in the JIC, Penny Dustin (Flotilla 22) was called back to the IC Post, a 40-mile drive, to pick up materials for a public meeting on Vashon Island, ride a ferry to the Island, and assist with the meeting. Other Auxiliarists (too many to mention them all) spent long days on field teams. Bob Hayes (Flotilla 32) had

# To The Rescue



In the foreground, Auxiliary Vessel 222039 is seen alongside a fireboat from the Smith Mountain Lake Volunteer Marine Fire Company, as they prepare to assist a stricken vessel Aug. 29, 2004. The Virginia Game Warden is in the vessel astern of 222039. *Photos courtesy Sharon Moran*

## Auxiliary Leads SAR Team to Save Sinking Cruiser

**BY DALENE G. BAILEY**  
RCO-CD5 SR

Smith Mountain Lake, Virginia's second largest lake and popularly referred to as the jewel of the Blue Ridge Mountains, is a 40-mile-long boaters' paradise located in the rural southwestern part of the state.

Normally visitors enjoy the lake with-

out problems. But dangers can pop out of nowhere.

On Aug. 29, 2004 at 1245, a MAYDAY call was received at the Smith Mountain Lake Auxiliary Search and Rescue Detachment from a vessel that had struck debris and was taking on water.

Flotilla 82 members Dean Nimax, Seth Gardner and Flotilla 81 member Bob Thompson, Sr., all of Division 8, 5SR, responded to the call on Coast Guard Auxiliary Vessel 222039. This

SEE **RESCUE** PG. 15

## RESCUE

continued from page 30

was a multi-unit SAR response by the CG Auxiliary, the Smith Mountain Lake Marine Volunteer Marine Fire Dept and Virginia game wardens.

The distressed vessel was attempting to beach on the shoal outside the entrance of Smith Mountain Yacht Club to prevent sinking. However, it had taken on too much water to keep the engines running.

Upon arrival, Nimax (coxswain of 222039) secured the scene and put one extra crewman (Thompson) on the

stricken craft to assist with the pump provided by the Auxiliary.

The Marine Fire Department was summoned and deployed two pumps to evacuate the vessel; each could pump at a rate of 700 gallons per minute. The game wardens assisted in securing the scene and helped the owner fill out the necessary accident report.

Once pumped out, the 39-foot Owens cabin cruiser was towed to the Smith Mountain Yacht Club, where it was hoisted out of the water and checked for damage. The inspection of the hull, revealed a 12"-14" hole above the star-board screw, inflicted by a 4"x20" tree

branch, which had caught in the prop.

Due to the quick response (222039 was on scene within 15 minutes of the MAYDAY), there was no loss of life. Unfortunately, there was \$65,000 in property damage due to the flooding of the engines and bilge.

One of the key facets of this evolution was that all agencies (Auxiliary, Fire Department, and state game wardens) functioned smoothly together and efficiently protected the three people and the dog on board.

It is planned to have frequent drills at Smith Mountain Lake to polish this coordination among the various agencies. 🌀

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## SPILL

continued from page 29

been assisting FEMA in Florida since August. He arrived home, kissed his wife, and deployed to the spill.

The Logistics Section Chief asked if it would be possible for Auxiliarists to post flyers all over South Puget Sound, warning boaters about the thousands of feet of boom that were out and provide contact phone numbers for injured wildlife reports.

In less than five minutes, we produced a list of the hundred marinas and boat ramps in the area, and in another 15 minutes, we had made arrangements for distribution. Tom Coughlin (Flotilla 24) came from Seattle to distribute them throughout Tacoma. We emailed flyers to Jack and Jo Ann Grubb (Flotilla 38) in Olympia and Helen Jamieson (Flotilla 35) in Gig Harbor, who printed them, put them in plastic sleeves, and posted them.

The Auxiliary coordination team fell into a daily routine. We developed assignment forms, procedures, and a filing system. Claudia Kenworthy opened the JIC at 0600 each day — sometimes the first person in the building — and stayed until well after sundown. Karen Francisco and Craig Brown also often beat most of the uni-

fied command team into the IC Post. They arrived by 0630 to meet the Auxiliary field teams at 0700 hrs and dispatch them.

One morning, Karen fetched her exposure suit from *Cisco's Kid* and lent it to Billy Schwitters (Flotilla 23) so that he could assist contract personnel on a response boat. I came in later each day and usually stayed until around 2200, when the day's paperwork was done and I could provide personnel lists for the next day to the Operations Section.

Seasoned response team members began to say they didn't know how they had worked previous spills without Auxiliarists. During one site visit, CAPT Danny Ellis was heard to exclaim with delight, "There are more Auxiliarists here than Coasties!" Operations Section Chief Scott Knudson asked us to meet with him later and plan future participation. He asked if he could put us on the regular call-out list and encouraged us to obtain higher ICS qualifications so that eventually we could serve as ICS Section Chiefs.

On the last day, we tabulated the statistics. Forty-nine members representing 13 flotillas had provided an estimated 1,350 hours of work and driven about 7,000 miles in response to the

Dalco Passage spill. And these weren't just weekend warriors. Several people took off work to help, because the incident ran a full week. Even after the onsite Incident Command Post was stood down, Claudia Kenworthy was relocated to MSO Headquarters and continued to answer phones for several more days. Throughout, no request from the Incident Command went unfilled. As of the time of this writing, the U.S. Coast Guard investigation was continuing.

After the dust settled, we had an incident hotwash including both the Auxiliary coordinators and the Northern Area bridge to consider improvements in the notification and staffing process and other issues that arose. Now we are preparing for the next incident — refining our processes, developing a formal Operation Plan to be approved by the MSO Command, increasing our roster of members from throughout the Area willing to help on short notice, and putting together a "go box" of supplies, checklists, Auxiliarist rosters, and ICS forms.

For the regular Coast Guard, incidents like these disrupt their regular work schedule, wipe out their weekends, and set them behind on all their tasking. Auxiliary assistance helps lessen that impact. 🌀



# AIM(ed) in the Right Direction

*Editor's Note:*

*Supporting the United States Coast Guard in its effort to find outstanding students to attend the U.S. Coast Guard Academy, the Coast Guard Auxiliary participates in the Academy Introduction Mission or "AIM" program.*

*The primary purpose of AIM is to assist in the recruitment of highly qualified high school students for the Academy. From its inception in 1966, AIM participants have been selected and sponsored by the Auxiliary.*

*Each year, AIM provides an opportu-*

*nity for young men and women to experience life at the Coast Guard Academy in New London, Conn. during the summer between the candidate's junior and senior years of high school. Though the program has seen many changes, and the interview mentioned in the following article is no longer a part of the process, the program continues to grow.*

*"Today it is a benchmark-quality college admissions program responsible for orienting about 25 percent of every new class," CAPT Susan Bibeau, director of Academy admissions, said in a recent*

*article in Navigator. "AIM graduates are among the Academy's strongest performers."*

*The following article, authored by LT Tyson Weinert, offers a glimpse at how the AIM program can impact a student for life.*

*Weinert is currently an HH-65 Aircraft Commander duty standing pilot at Air Station Humboldt Bay. His collateral duty is the Regional Operations Center Coordinator, managing all operations and personnel within the Operations and Communications Center.*



A Coast Guard lieutenant tells how the Academy Introduction Mission (AIM) Program – and supportive members of a flotilla – positively impacted his life.

**BY LT TYSON WEINERT, USCG**

The Auxiliary-supported AIM program is arguably one of the most effective recruiting programs for the Coast Guard Academy.

I am confident I would not be where I am today had it not been for the support of San Diego County's Al LaRue. His enthusiasm, resourcefulness, and positive attitude helped convince a slightly unwilling 16-year-old California kid that giving up a week of fun in the summer before my senior year of high school would actually be an investment in the rest of my life.

The application process was quite thorough, the most involved I've ever seen for a "summer program." There were personal interviews, essays, and an entire flotilla I needed to convince that I was the kid from San Marcos, Calif. who would eventually become a "model" Coast Guard officer.

Thirteen years later, I've come to realize Webster defines a model as a small, non-working replica of the original. I promise that is not the case. My size is "normal" and my work ethic is directly proportional to the value of my AIM experience. I now hope to allow that Southern Californian flotilla the chance to see the dividends from their investment in me.

AIM imparts critical building blocks for achieving success in the Coast Guard. Developing and understanding team-building skills, an appreciation for hard work, and a willingness to put other's needs before my own helped me set a course for what is the

most rewarding career I could imagine. AIM provided the opportunities to build the confidence necessary to handle the challenges of the Academy and life thereafter.

Having completed the AIM program, graduated from the Academy, and served multiple operational tours, I am thankful for the opportunity to praise the efforts of the Coast Guard's hard working Auxiliary and its recruiting mission.

I am also proud to have served alongside the Auxiliary through many events throughout my most recent tour at Air Station Humboldt Bay, located in beautiful Northern California.

My confidence in boating safety and education has never been stronger, thanks to the efforts of the Auxiliarists supporting Shasta, Crescent City, and Clear Lake. I share the same respect for our brethren patrolling from the sky. Members of 11N McClellan 31, based out of Air



**LT Tyson Weinert and his wife, Nino, at Air Station Humboldt Bay, located in Northern California.**

Station Sacramento, willingly provide a great service with their public affairs and law enforcement support.

Clearly, my appreciation for the Coast Guard's Auxiliary and the AIM program runs deep. Had it not been for their continued support, I would not be the person I am today.

I am fortunate in my Coast Guard experience to have met my lovely wife, Nino, remarkable friends, and loyal shipmates. The lessons learned from AIM and the Academy did an excellent job in preparing me for what has turned out to be an amazing career. I look forward to the challenges beyond the horizon and am confident in my abilities to meet them head on.

Bravo Zulu to the Coast Guard's Auxiliary. May you have continued success supporting the Academy recruiting mission.





Crew members aboard the *Tom Cat* go through a recovery exercise as part of the day's demonstrations for students.

## LEARNING

continued from page 21

opportunity to be on the receiving end of a message block. This is when the C-130 flies straight toward the facility at an altitude that gets your attention.

All students were amazed when the pilot asked the coxswain how high his antenna was prior to his approach. As the plane passed over the facility a message in a plastic bag weighted with sand and attached to a kite tail was dropped from the open bay door of the aircraft.

The intent was to drop the bag as close to the vessel as possible and to retrieve it before it sank. All attempts were close and all were retrieved in short order.

After the C-130 exercise, Auxiliarists

continued teaching several planned topics. Putting the plotting to practical application and proper anchoring techniques were two covered areas of interest.

Returning to the dock, the students were shown the correct way to fuel a vessel. After which, there was a short debriefing and then moved to the bus for a 1500 departure.

Throughout the day the students participated in many drills, witnessing the proper methods in conducting safe boating practices.

The planning and coordinating with the Coast Guard, the high school and the securing of Auxiliary facilities and personnel took more than a month to come to fruition. This was a full day for basically all of our coxswains, crew and instructors who were available.

Each facility had to have a coxswain,

one or two crew depending on the size of the vessel, and an instructor aboard. One person, though they may have been qualified in several areas, could serve in only one position during the exercise.

The eagerness to be a part of this day was evident as some participants had to reschedule prior engagements to be included. But, that's the way Flotilla 16-07 has always been – active, eager, and always ready to serve.

The efforts of Flotilla 16-07 were rewarded the next day with a large pictorial spread on the front page of the Outer Banks section of the *Virginian Pilot* newspaper, and a report that included student interviews on WITN television.

This report ran many times throughout the day. The students and their teacher gave us an A+ for the day! 🌟

# 'Winds of Change' - NACON 2005

Orlando, Fla. Will be the setting for the next National Conference – be there to get first-hand information about the Auxiliary's upcoming missions.

**BY TISHA HELMER**  
NC-D

Reflecting the ever-changing responsibilities of the Auxiliary in a post-9/11 era, "Winds of Change" will be the theme for NACON 2005, to be held Sept. 2-4 at the Rosen Centre in Orlando, Fla.

As incoming National Commodore Gene Seibert stated in his Coast Guard Auxiliary Direction Briefing, "The Coast Guard Auxiliary will continue to move into new and uncharted areas or responsibilities.

"It will be up to the executive leadership of the Auxiliary to chart these unknown waters and provide to our membership, the Coast Guard and the country, not just a continuation of the superior level of service that we have provided these past 65 years, but a bold enhancement of that service to include an entirely new set of actions and directions in support of America's Maritime Homeland Security," he added.

The National Conference will be the place to get first-hand information about the Auxiliary's upcoming missions, and to meet your Executive Bridge, at the Rosen Centre.

The Rosen ([www.rosencentre.com](http://www.rosencentre.com)) is centrally located to all that Orlando



**Don't miss NACON 2005 – to be held at Orlando's luxurious Rosen Centre hotel.** *Photos by the Rosen Centre*

has to offer in the way of attractions. An hour's drive will take you to spectacular beaches on the Gulf or Atlantic Coasts, and a visit to NASA's Kennedy Space Center will be a must during your stay.

Plan on bringing the kids or grand-kids for a family vacation before or after the conference. There will even be some free time during the conference to sample the sights and sounds of Orlando.

Once again, the National Conference staff will try to arrange for discount tickets to many of the local attractions. Transportation to the local theme parks, shopping malls and restaurants is a snap because of the International Drive Trolley that stops in front of the Rosen Centre.

Keep your eye on the National Website ([www.cgaux.org](http://www.cgaux.org)) for the NACON 2005 Icon where you will find the latest information about the

upcoming conference. For your convenience, you will be able to register for the conference and make hotel reservations online. Mail-in registration will also be available.

If you have never attended a National Conference you may not be aware that we have Exhibitors such as ACR Electronics, Boat/US Insurance, Pacific West Marketing, Stearns, Watermark/SOS PFDs, Boat/US Foundation and more.

If that is not enough to tempt you, think of the entertainment of Friday Fun Night, the Saturday Commodore's Banquet and the Area Hospitality Open House.

The National Conference Staff, District 7 and the local On-Scene Conference Staff are all working hard to make this the best National Conference yet. Make your travel arrangements now so you don't miss the "Winds of Change." 🌀

# 2004 Member Survey

by Dante J. Laurino, DC-P

It's time to voice your opinion! The 2004 Member Survey is here! Every two years we like to take the "pulse" of our membership and determine our demographic make-up and gain some insight into how our organization can be more effective for our members. Your participation in this survey is critical.

If you have taken the survey in past years, you'll notice that a majority of the questions are the same. This allows us to track year-over-year trends in the perceptions of our members, and helps us to chart our progress in some key goals. This data helps us to make "course corrections" and direct our efforts more effectively.

Your responses to these questions are held in **strict confidence**. Data collection methods have been set up that preclude the identification of a particular member with their responses to the survey questionnaire. We want you to feel comfortable that you can respond to this survey with honesty and candor.

You have a choice of two methods to participate in this survey.

**If you have access to the Internet:** (The preferred method of responding)

Please complete the survey by going to the **"What's New"** section of the Auxiliary Web Site at **[www.cgaux.org](http://www.cgaux.org)** and clicking on the article entitled **"2004 Member Survey Questionnaire."**

Why is the Internet the preferred method of responding? Electronic transmission of questionnaires is much faster than the mail, not to mention saving you time and postage! Additionally, this method will save a tremendous number of processing and sorting hours and makes it possible to get survey results in the hands of the leadership and members of the organization in a timely manner.

**If you do not have access to the Internet:**

Please complete the survey questionnaire on the tear-out page and mail it to The Auxiliary Center, ATTN: 2004 Member Survey, 9449 Watson Industrial Park, St. Louis, MO 63126-1575. Your responses will be collated by hand and added to the electronic survey results.

Questions 1 through 17 ask for demographic information that describe our membership, and will give us insight into interpreting the survey responses and determining future actions.

Questions 18 through 41 ask for your opinions about various aspects of your membership experience. Using the scale below, indicate the extent to which you agree or disagree with each of the following questions. Please use the "Have No Knowledge" answer only if you feel you do not have enough information to answer the question accurately.

Please use the following scale to make your ratings for Questions 18 through 41:

- 1 = Strongly Agree
- 2 = Agree
- 3 = Neither Agree nor Disagree
- 4 = Disagree
- 5 = Strongly Disagree
- 6 = Have No Knowledge

Thanks to all for doing your part in the continuous improvement of the Coast Guard Auxiliary!

## U.S. Coast Guard Auxiliary – 2004 Member Survey

1. **What is your District?** • 13(1N) • 14(1S) • 53(5N) • 54(5S) • 7 • 81(8C) • 82(8E) • 85(8W) • 91(9C) • 92(9E) • 95(9W) • 113(11N) • 114(11S) • 13 • 14 • 17
2. **How long have you been in the Coast Guard Auxiliary?** ① Less than 1 year ② 1-2 years ③ 3-5 years ④ 6-8 years ⑤ 9-10years ⑥ 11-15years ⑦ 16-20years ⑧ 21 or more years
3. **Gender:** ① Male ② Female
4. **What are your current qualifications?** ① IT ② MI ③ VE ④ MV ⑤ CFVE ⑥ Crew ⑦ Coxswain ⑧ Pilot ⑨ Air Observer ⑩ AUXOP • ATON • Elected Officer
5. **What type of boat do you own?** ① Power ② Sail ③ PWC ④ Do not own a boat
6. **What is the length of your boat?** ① Up to 16 ft. ② 16-25 ft. ③ Over 25 ft. ④ Do not own a boat
7. **Personal annual Auxiliary expenses:** ① <\$500 ② \$500-\$2,000 ③ \$2,000-\$5,000 ④ > \$5,000
8. **What type of aircraft do you own?** ① Single engine A/C ② Mullet-engine A/C ③ Do not own A/C
9. **Age:** ① 17-25 ② 26-35 ③ 36-45 ④ 46-55 ⑤ 56-65 ⑥ 66-80 ⑦ over 80
10. **Ethnicity:** ① Black ② Hispanic ③ Am.Indian ④ Asian/Pacific Is. ⑤ Caucasian ⑥ Other
11. **Education:** ① Less than HS ② HS or GED ③ Some College ④ AA/AS ⑤ BA/BS ⑥ Masters ⑦ Ph.D.
12. **Employment Status:** ① Self-employed ② Work for someone else ③ Retired ④ Unemployed
13. **Annual Income:** ① < \$25,000 ② \$25,000-\$49,999 ③ \$50,000-\$100,000 ④ > \$100,000
14. **Do you own a marine VHF/FM radio?** ① Yes ② No
15. **Have you had military experience?** ① Regular ② Reserve ③ No military experience
16. **I have a computer in my home or have regular personal access to a computer.** ① Yes ② No
17. **I have access to the Internet on the computer identified in Item 16.** ① Yes ② No
18. I am satisfied with the missions in which I am now active. ① ② ③ ④ ⑤ ⑥
19. The Auxiliary provides good training for its programs. ① ② ③ ④ ⑤ ⑥
20. My flotilla offers organized training programs. ① ② ③ ④ ⑤ ⑥
21. The training I want has been made available to me. ① ② ③ ④ ⑤ ⑥
22. I am very satisfied with our training program. ① ② ③ ④ ⑤ ⑥
23. My flotilla has good fellowship among its members. ① ② ③ ④ ⑤ ⑥
24. My flotilla has planned fellowship events. ① ② ③ ④ ⑤ ⑥
25. My flotilla has jobs available for all of our members. ① ② ③ ④ ⑤ ⑥
26. My flotilla is involved in other missions in addition to the traditional missions of VE,OP and IT. ① ② ③ ④ ⑤ ⑥
27. My flotilla actively encourages involvement of all members. ① ② ③ ④ ⑤ ⑥
28. My flotilla publishes a good newsletter. ① ② ③ ④ ⑤ ⑥
29. My flotilla has interesting and worthwhile meetings. ① ② ③ ④ ⑤ ⑥
30. My flotilla staff keeps the membership informed. ① ② ③ ④ ⑤ ⑥
31. All members have an opportunity to be involved in our flotilla business. ① ② ③ ④ ⑤ ⑥
32. Information from my division is timely and accurate. ① ② ③ ④ ⑤ ⑥
33. Information from my district is timely and accurate. ① ② ③ ④ ⑤ ⑥
34. Members in my flotilla get good information from national. ① ② ③ ④ ⑤ ⑥
- 34a. via electronic communication. ① ② ③ ④ ⑤ ⑥
- 34b. via verbal reports by FC or others. ① ② ③ ④ ⑤ ⑥
- 34c. via written summaries in magazines, newsletters or mailings. ① ② ③ ④ ⑤ ⑥
35. Auxiliary publications are beneficial to the members. ① ② ③ ④ ⑤ ⑥
36. My flotilla discusses information from the CGAUXWEB/Aux Internet site. ① ② ③ ④ ⑤ ⑥
- 36a. My flotilla has an assigned Web Watcher (FSO-CS) who monitors the AUXWEB and shares information with our members. ① ② ③ ④ ⑤ ⑥
- 36b. Information from the AUXWEB has improved communications. ① ② ③ ④ ⑤ ⑥
37. My local Coast Guard unit encourages Auxiliary involvement. ① ② ③ ④ ⑤ ⑥
38. I believe that I am a valued member of CGForces. ① ② ③ ④ ⑤ ⑥
39. I feel that a data/information management system is a valuable and useful tool for the Auxiliary. ① ② ③ ④ ⑤ ⑥
40. Current AUXDATA input forms provide all necessary information. ① ② ③ ④ ⑤ ⑥
41. Current AUXDATA data is reliable. ① ② ③ ④ ⑤ ⑥

# ISAR 2004

## U.S., Canadian Auxiliaries Meet Again To Exhibit Skills

BY MEL BOROFSKY  
DVC-AP

Auxiliarists from the United States and Canada once again met to exhibit their skills in ISAR 2004 — the International Search and Rescue competitions — and share the fellowship that exists between these two great organizations.

Six U.S. and six Canadian teams competed Nov. 2, 2004 at Portsmouth, Va. Each team had four members, one of which was designated as team coxswain.

The competition consisted of search and rescue (SAR) planning, an on the water SAREX, pump competition, splicing, heaving line, communications and marlinspike. There were also three “mystery events” — damage control/pipe patching, design and build a cardboard boat, and then race in that boat.

Best-selling author and Grand Banks captain Linda Greenlaw served as honorary grand marshal. She spoke at the Saturday evening banquet, telling of her 25 years as a swordfish boat captain and the many times she received credit for being “lucky.” She dismissed the luck factor.

“My training, my skills and my caution have kept me alive these many years,” she said.

“After witnessing the competition this weekend I have a much greater respect for the Coast Guard and the Auxiliaries of Canada and the U.S.,”



**A U.S. Auxiliary team competes in the ISAR 2004 pump competition.**

*Photo by Mel Borofsky*

she added. “A wide gap exists between the commercial fisherman and the Coast Guards of our two great countries. I hope my presence here this weekend helps bridge that gap.”

Presentation of the category awards by COMO Everette Tucker, the Chairman of ISAR 2004, followed.

“Let me say that in my eyes all participants are here in Portsmouth because you are all winners,” he told those present. “There are no second class, or losers here. Remember this when you return home.”

The 2004 Canadian National Champion was a tie: Team Quebec and Team Pacific.

The 2004 U.S. National Champion was the team from District 9, Western Region.

The overall Champion of ISAR 2004 was a surprise. “It’s a tie,” COMO Tucker said. “Team Quebec and Team Pacific of Canada.”

*For detailed coverage of ISAR 2004, visit SITREP at <http://teamcoast-guard.org/2004/ISAR2004/ISAR2004.htm>.*

## ISAR 2004 sponsors A special thanks to those who helped make ISAR 2004 happen.

Pentagon Federal Credit Union.  
Alexandria, Va.; Bill’s Marine, Portsmouth, Va.; BoatUS, Virginia Beach, Va.; C&P Tug and Barge, Portsmouth, Va.; J&B Custom Rods, Virginia Beach, Va.; Lighthouse Tackle, Virginia Beach, Va.; Lynnhaven Marine Boatel, Virginia Beach, Va.; Marina Shores Marina, Virginia Beach, Va.; Metro

Machine, Norfolk, Va., and Hampton Roads Chapter, Navy League of the United States, Norfolk, Va.

Also Oceans East 2 Tackle Shop, Virginia Beach, Va.; Olde Towne Business Association, Portsmouth, Va.; Sea Tow Services of Hampton Roads, Virginia Beach, Va.; Southwest Airlines, Columbia,

Md.; The Raven Restaurant, Virginia Beach, Va.; Towne Bank, Portsmouth, Va., and Troy Marine, Suffolk, Va.

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**A Canadian Auxiliary team takes part in the charting competition, the prelude to the on-the-water Search and Rescue competition.** *Photo by Mel Borofsky*

Virginia Beach, Va.; COL James Haydon, Virginia Beach, Va.; Herb Gordon, Suffolk, Va., and George & Steve's Steak House, Suffolk, Va.

Also Flotilla 51, USCGAUX, Portsmouth, Va.; Don Mooers Commercial brokerage, Jacksonville, Fla.; Cofer Auto, Smithfield, Va.; Mary Clifton, Circleville, Ohio; Coastal Conservation Association, Virginia Beach, Va., and Kathryn Campen, Portsmouth, Va.

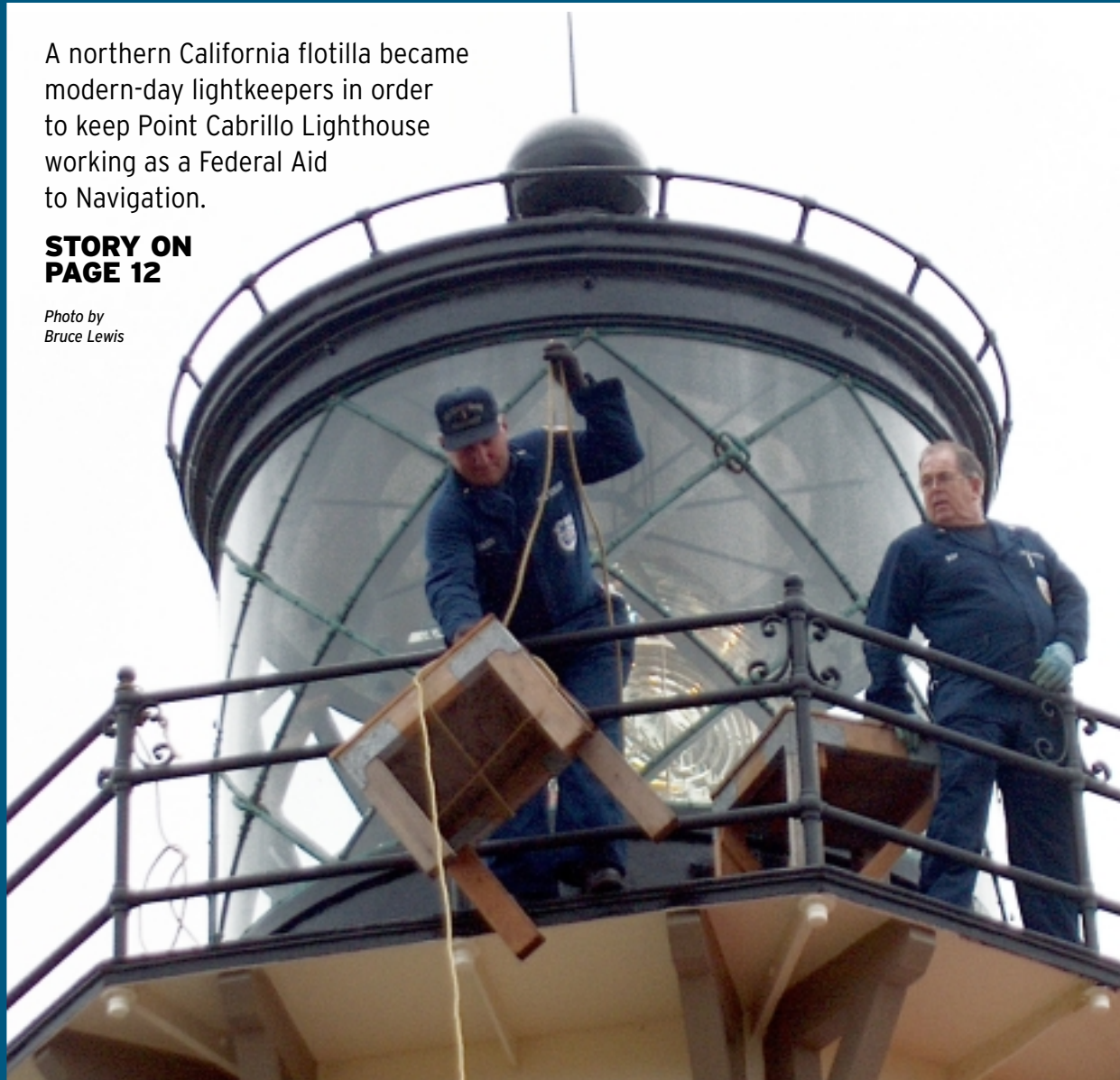
Also CAPT John E. & Mrs. Margaret A. Nourie, Portsmouth, Va.; Studio Optix, Virginia Beach, Va.; Vel-Tye LLC, Virginia Beach, Va.; Sonny's Coins & Guns, Portsmouth, Va.; Backwood's Leather, Portsmouth, Va.; Steve Hardy Serigraohs, Exmore, Va.; Stephanie Meade, Chesapeake, Va.; Dave Saunders Taxidermy, Hampton, Va., and Bob Hansbury, Chesapeake, Md.

Also Linda Phillips, Artist, Suffolk, Va.; Hoffman Beverage, Virginia Beach, Va.; Association for Rescue at Sea (AFRAS), John Chomeau; iBoat.com [www.iboats.com](http://www.iboats.com); Spatial Integrated Systems, Inc., Rockville, Md.; The New London Day New London, Conn.; Hampton Roads Transit Authority Portsmouth, Va., Western Branch Diesel Inc., Portsmouth, Va., and Spatial Integrated Systems Inc., Rockville, Md.

A northern California flotilla became modern-day lightkeepers in order to keep Point Cabrillo Lighthouse working as a Federal Aid to Navigation.

**STORY ON  
PAGE 12**

*Photo by  
Bruce Lewis*



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