

NACON 2006

DALLAS

Complete coverage

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Navigator



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Auxiliary Helps USCG Track Oil Spill

**NEW NATIONAL
BRIDGE**

National Photo
Contest Winners



Navigator

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**EDITION
DEADLINES**

**WINTER
NOVEMBER 15**

**SPRING
FEBRUARY 15**

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ON THE COVER

PHOTO: DAVE PHILLIPS, FC-66 D8CR

The dramatic effect and spread of a 37,000-barrel spill of waste oil in the Lake Charles, La., area is seen clearly in photograph taken from AuxAir 4286T, just north of the spill's source. The Auxiliary mission, in support of USCG Marine Safety Unit (MSU) Lake Charles, was flown on June 22 by First Pilot Richard Turkel of Flotilla 66 D8CR. The Auxiliary played a major role in helping MSU track the spill at a CITGO facility just four miles from a Federal Emergency Management Agency Field Office. **Story on facing page.**

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Augmentation Proves Its Worth as Auxiliarists Help Track a Spill



Photo: Dave Phillips, FC-66 D8CR

Operating inside radio command post at Cameron, at south end of the impacted area of Louisiana, Mike Ward, IPFC-66, and Andy Grimes, FSO-MA 66, both D8CR, track progress of 37,000 bbl spill of waste oil spreading from site of CITGO facility.

LAKE CHARLES FLOTILLA ASSISTS USCG BY AIR AND SEA

By Robert E. Nelson II
DVC-AN

What's that smell?

The odor was familiar. Hydrogen sulfide (H₂S), a component of sour crude oil, was clearly detectable when Dave Phillips, FC-66 D8CR (Lake Charles, La.), left his office in Sulphur, La., on the morning of June 20.

Phillips, Director of the Federal Emergency Management Agency (FEMA) Southwest Louisiana Field Office, notified his logistics staff to implement "shelter-in-place." He then contacted USCG Marine Safety Unit (MSU) Lake Charles to report the smell.

As it turned out, the source was a spill of some 37,000 barrels of waste oil at

CITGO Corporation's Lake Charles facility, some four miles south of the FEMA Field Office.

Phillips was advised that the Coast Guard was in the process of establishing a Unified Command at CITGO's Emergency Operations Center (EOC). He was asked to stand by for tasking.

For the next several days, Flotilla 66 members were involved in response support for one of the largest inland spills in U.S. history.

The requests for assistance were not long in coming. Initial requests were for help in distributing information to residents and businesses along the waterways and in the areas affected by the spill. Dudley Pitre, VFC-66, and seven

other flotilla members reported to the EOC.

They distributed informational flyers throughout the area, logging more than 600 miles in land travel. This effort continued for several days, as additional areas became involved and the spill spread to other areas.

Mike Ward, IPFC-66, and Andy Grimes, FSO-MA 66, assisted in the establishment of a radio command post in Cameron, at the south end of the impacted area. The post provided communications and logistics support to Coast Guard and law enforcement vessels operating in that area.

When the comms station was secured, the Auxiliarists reverted to standing

night watches at the MSU Command Center in Lake Charles, freeing up active-duty personnel for surface patrol activities.

Flotilla air operations support was also provided, with two missions flown by First Pilot Richard Turkel on June 22. He provided information that the spill had progressed to the Intracoastal Waterway and the Calcasieu/Moss Lake areas, below the southernmost containment booms.

Surface patrols conducted by the flotilla on July 1 and 2, in addition to Auxiliary augmentation of USCG SAFE Boat crews, provided timely relief for active-duty personnel.

One of the more interesting aspects of Auxiliary support was involvement with the preparation of Essential Elements of Information (EEI) for Recreational Boating while augmenting the Unified Command's Marine Transportation System Recovery Unit.

This required extensive local knowledge of the stakeholders involved in, and providing support to, the boating public. These included not only boat clubs, fishing clubs, and marinas, but also bait shops, fuel docks and myriad other business activities directly and indirectly impacted by the spill.

The plan incorporating these EEI's provided an "off-the-shelf" resource that can be readily accessed in the event of similar occurrences in the future.

All in all, members contributed over 250 man-hours of support to the effort, which is not uncommon for this flotilla. Flotilla 66 is fully integrated with its supported command – MSU Lake Charles.

Routine Marine Safety, Marine

*In recent months,
this integration has proved
invaluable during such
events as Hurricane Katrina
response operations, when
eight flotilla members – along
with MSU personnel –
deployed to the Coast Guard
EOC in Alexandria, LA.*

Environmental Protection (MEP) and Harbor Patrols are coordinated with MSU Lake Charles. The flotilla has an office and administrative area within that unit's headquarters, MSU personnel attend flotilla meetings, and the flotilla commander is invited to attend meetings and planning sessions with MSU staff.

In recent months, this integration has proved invaluable during such events as Hurricane Katrina response operations, when eight flotilla members – along with MSU personnel – deployed to the Coast Guard EOC in Alexandria, La.

This integration also proved invaluable during Hurricane Rita response

operations, when Auxiliary surface vessels were jointly manned by active-duty and flotilla personnel to perform marine salvage surveys and MEP missions in impacted areas.

After Rita made land-fall, the first boat on the water was from Flotilla 66, whose members acted as local-knowledge guides for incoming crews from deploying Marine Safety and Security assets from Houston.

The FL-66/MSU partnership in Lake Charles exemplifies the meaning of Team Coast Guard.

• • •

*LCDR Wilford R. Reams,
Commanding Officer, MSU
Lake Charles, added the following comment:*

"What do you do when you have no local knowledge, little area familiarity, and only two days on the job – and you have a spill of this magnitude? You rely on your crew.

"MSU Lake Charles' crew consists of not only active-duty and Reserve members, but a very active Auxiliary flotilla. Their support throughout the unit's response – almost always with little-to-no prior notice – was akin to having another arm and hand appear from your shoulder when you need it.

"It's refreshing to be in an area that has integrated the Auxiliary resources so well. Thanks Flotilla 66-MSU for a job well done!" 🇺🇸



Photo: Dave Phillips, FC-66 D8CR

This photo, taken from AuxAir 4286T, shows the area just north of the CITGO facility, allegedly the source of the large waste-oil spill.

District 7 Vessels Escort Restored USCGC *Mohawk* into Key West Harbor



Photos: Carolyn Fasano, FSO-PA 13-3 D7

Three District 7 Operational Facilities joined two USCG Station Key West (Fla.) small-boats and two police boats to escort the restored 165-foot USCGC *Mohawk* into Key West Harbor. The famed *Mohawk*, built in 1934, is to serve as a permanent 'floating museum' in Key West, as part of the Mel Fisher Heritage Society. The vessel (right) saw service during the World War II Battle for the North Atlantic, launching attacks against 14 German U-boats between 1942-45. (Above): Crews of the OPFACs that escorted the *Mohawk* strike a pose dockside. From the left: Ted Giesbrecht, Flotilla 13-3 (Big Pine Key); Dallas MacDonald, FSO-MS 1; Bob Soucy, Flotilla 13-1 (Key West); Marco Prieto, Flotilla 13-3; Cheryl Heinz, FSO-MA 13-3; Eloy Gonzalez, DCP-13, and, seated in front, Frank Fasano, FC 13-3. Prieto, Gonzalez and Fasano were the coxswains.



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Reflections on Our Watch



COMMODORE

**GENE M.
SEIBERT**

NATIONAL
COMMODORE



As my term of office as your National Commodore comes to a close, this will be my final *Navigator* article to address you, the membership. But first, I would like to congratulate the newly elected National and District Leadership Teams. (See page 8)

I am very confident that the new teams will continue to achieve and elevate the Coast Guard Auxiliary standards of success, as they continue to strengthen and navigate us into the future.

This new leadership team will carry forward and further develop the close partnership with you, the membership, as we share a common vision and a common bond of safety and security on our waterways.

I would just like to take a moment to share with you where we have been and where we are headed.

I recall that when then-retiring Secretary of Defense William S. Cohen was asked, "What's your legacy," he responded, "Well, I'd never given any thought to legacies. I simply tried to keep the faith of all who had come before me and those who will come after."

Frankly, I couldn't have said it better. I firmly believe that a legacy is not about one individual, but rather collectively about a team of individuals – in this case, our entire membership.

Nonetheless, I feel at this time that it is fitting to take the traditional opportunity to summarize where we have been, where we are going, and the challenges ahead.

Admiral Allen said of the Coast Guard, in his touchstone document: "The good

news for the Coast Guard is that we've never been more relevant. And yet the challenge is that we've never been more relevant. Highly visible, successful performance yields higher expectations and increased responsibilities and public trust."

The same can be said for the Coast Guard Auxiliary. The changes experienced by the Coast Guard since 9/11 precipitated parallel changes in the Auxiliary. We have had more opportunities for service—largely arising from new and/or enhanced Coast Guard operations/support missions—and greater demands for service.

Yet, the demands related to our traditional missions, particularly those related to recreational boating safety (RBS)—missions we share with the Coast Guard—did not decrease.

For example, the number of registered boats continued to increase, and more states have adopted mandatory education, creating greater demands for Vessel Safety Checks and Public Education courses.

Thus, the total demand for our services has increased because of steady growth in RBS needs/opportunities and the potentially explosive growth in operations-related missions.

I realize that most organizations welcome growth, as did we, but we never lost sight of the fact that the familiar exhortation to "do more with less" might be inspirational, but it was not the solution.

Many things needed to be done, but it was clear that we needed to balance and prioritize our missions and develop a viable blueprint for the future. In short, we needed to develop a set of realistic strategic plans for the Coast Guard Auxiliary.

Developing strategic plans might not have been glamorous, but it was clearly essential.

We had to understand our environ-

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

ment, our customers, our opportunities, our resources, and our challenges, and to translate these insights into concrete actions at various levels in the Auxiliary. We needed to establish or reaffirm a vision, mission and objectives, and to draft flexible strategic plans for their accomplishment.

Moreover, complementary tactical plans needed to be developed by our various Departments and for each of the Districts. And, as later articulated by Admiral Allen, in challenging the Coast Guard to develop its own strategic plan, the resulting plans had to be guided by the qualities of "accountability, competence, and transparency."

Accomplishing these tasks was not easy, but I am pleased with the results so far. These plans and their underlying bases are a key part of our legacy.

Furthermore, I am convinced that our plans—and the process for their continual adjustment—are sound and will provide a "way forward" for the upcoming years. To be sure, these may need to be revised, but I am convinced that, for the foreseeable future, only minor course corrections will prove necessary.

In short, we need to "stay the course" and focus on executing our journey.

Likewise, we found that to be effective, our strategic plans had to be understood and accepted by our membership.

We posted these plans, in draft form, on the web site, presented highlights at district meetings, and drafted articles for *Navigator* and other publications—all part of a communications initiative to solicit feedback and acceptance from both our senior leadership and the membership at-large. And we refined these plans, based on this feedback.

Effective communication is the hallmark of a successful organization. Effective communication is particularly difficult in geographically diverse organizations, whose members meet relatively infrequently and have widely varying access to various communications media.

We made several enhancements (both in terms of content and technology) to our electronic communications media, improved the Auxiliary web site, added a National Commodore's web site, and provided direct e-mail to those members with access to the Internet.

All of these initiatives have improved

our communications. But, further improvements are necessary—a continuing challenge to our successors.

We also needed to improve our communications with the Coast Guard.

Today, we no longer ask them what they need us to do. Instead, we are informing their leadership where we are headed, how we intend to get there, what we're capable of, and what resources we have and need in order to carry out our missions.

We no longer simply stand at the ready. Where we see a good fit for our assets and people, and most importantly, where we can take action in support of our strategic plans, we must be proactive and professional in offering our support.

Now, as never before, we need to have capable leaders. In practical terms, this means that our leaders need to be competent, well trained, well informed, and willing to put in the necessary effort to do their jobs.

Improving the quality of our elected and appointed leadership must take place at all levels in the Auxiliary—not just at the National level. All Auxiliary units have a responsibility to elect and appoint those most-qualified, rather than those who are most popular.

We have struggled to find the right balance among our various missions—chiefly the right balance between the "operational" and RBS missions.

The operational missions have been a consistent "draw" among present and prospective members; saving lives at sea, helping to protect our citizens, and providing direct support to the Coast Guard are clearly important.

Moreover, since 9/11 the optempo of these missions has increased substantially. The Coast Guard has handled much of this increase; nonetheless, the Auxiliary has provided additional support personnel.

Despite manpower pressures resulting from new missions and increased operations tempo, RBS remains a key Coast Guard, as well as Auxiliary, mission. If slightly less-glamorous than operations, "preventive SAR" is cost-effective and provides the Auxiliary with both revenues and members.

From a business perspective, we need to maintain the right mix of missions in our portfolio.

Looking to the future, finding and maintaining the right balance will be a continuing challenge. We cannot afford to be complacent.

Our senior leadership needs to continually remind itself that it exists to serve the individual member, not the other way around. And I can state with confidence that we have tried to make things better for our members.

New opportunities, sound programs, improved communications, and more and better training opportunities reflect this focus.

But, while we have made progress, I also feel that much more needs to be done.

In sum, as we prepare the final entries into the ship's log for this watch, we can be proud to have continued and accelerated the trend toward increased professionalism, brought improved methods of business analysis and planning, initiated a way forward for improved leadership succession, and increased the effectiveness of our communications.

Most of all, we have set a prudent course for the future, and I firmly believe that changing course need only be done to avoid dangerous shoals or to take advantage of following seas.

We need to stay this course and, in Admiral Allen's words, seek ways to "ignite passion, motivation, and innovation throughout our membership."

When I turn over the helm to the new National Commodore, I will do so with a sense of tremendous satisfaction, with absolutely no regrets, and with great optimism for the future of our Coast Guard Auxiliary.

I have often said that the Coast Guard Auxiliary is what happens when you focus on the possibilities, not the limitations. The membership of this organization has created those possibilities and is fulfilling them each day.

So, in closing, I want you—the membership of the Coast Guard Auxiliary—to know how tremendously proud, privileged and honored I have been to have had this opportunity to lead and serve such an esteemed organization, with its rich history and heritage.

Thank you for allowing me to serve you – the members of the Coast Guard Auxiliary.

Semper Paratus. 

BUDAR AND KERIGAN LEAD NEW BRIDGE FOR 2006-08

NAVCO AND ARCOs ALSO CHOSEN AT NACON 2006 IN DALLAS

Story by Rob Westcott

DVC-AX

Photos by Mel Borofsky

DVC-AP

Five experienced, respected Auxiliary leaders have been elected by the National Board to lead for the next two years, beginning November 2.

The incoming national body will be headed by National Vice Commodore Steve Budar, who succeeds the outgoing National Commodore, Gene Seibert. COMO Budar was elected over Mary Larsen, former NARCO-A(E).

Running unopposed for National Vice Commodore was COMO Nicholas Kerrigan, who for the past two years has served as NARCO-A(E).

In a three-way race to succeed COMO Kerrigan in the Atlantic-East position, COMO Peter Fernandez, DCO 7, won on the first ballot over COMOs Carolyn Bellmore, RCO 1NR, and Joe Hendricks, DCO 5SR.

In the race for ARCO-Atlantic(W), COMO Jim Vass, DCO 8CR, was elected over COMO De Furbee, DCO 8WR.

In the closest contest of all, COMO Lois Conrado, DCO 11SR, was elected ARCO-P on the third ballot.

After COMO Bruce Takayama, DCO 14, was eliminated in a three-way race on the first ballot, COMO Conrado and COMO Gary Taylor, IPDCO 17, tied for votes on the second ballot.

As required by election rules, a third round of voting was held to break the tie. Then, COMO Seibert pulled one ballot, randomly, from the ballot box, and the remaining ballots were counted.

For the Pacific area, this was a case of déjà vu, as the previous ARCO-P was elected in similar fashion in 2002.

**NATIONAL
COMMODORE**
[NACO]



COMO STEVEN M. BUDAR

Commodore Steven M. Budar, 54, who is currently the Auxiliary's National Vice Commodore (NAVCO) and Chief Operating Officer of the Coast Guard Auxiliary Association, Inc., has been a member of the USCG Auxiliary since 1985.

Prior to moving up to his current positions, COMO Budar had served at various times as a Flotilla Vice Commander, Flotilla Commander, Captain of two different Divisions (District 14), District Commodore, and National Vice Commodore-Pacific Area.

His home-base now is Flotilla 3-13 D14 (Kona, Hawaii).

Qualified as an Auxiliary coxswain, instructor, and Air Crew, COMO Budar is a graduate of the University of Michigan (Ann Arbor), which granted him a Bachelor of Business Administration degree in 1974.

COMO Budar launched his business career at Alcoa Aluminum in Pittsburgh before moving to Southern California and entering the insurance business in 1977. He has owned and operated insurance companies in both California and Hawaii ever since.

He earned designation as a Chartered Life Underwriter in 1984 and as a Chartered Financial Consultant in 1986, both at The American College in Bryn Mawr, Pa.

COMO Budar now owns The Budar Agency-Allstate Insurance in Kailua-Kona, Hawaii, and is Chief Executive Officer and President of The Dragon Group, Inc., a financial consulting agency.

He is a Past President of both the Kona Executives Association and the East Honolulu Association of Life Underwriters. He is also a Past Chairman of the Life Underwriters Political Action Committee and is a current member of the Society of Financial Service Professionals.

A native of Honolulu, COMO Budar has been a Big Island (Hawaii) resident since 1996. He is married to Mary Kay Budar, a marketing and sales manager with Allstate Insurance in Kona, Hawaii. The couple has three children: Jessica, 25; Sophea, 24; and, George, 21.

NATIONAL STAFF APPOINTMENTS

NACO-elect Steve Budar appointed the following officers to his staff:

National Chief of Staff: Warren McAdams

NADCO-MS : Fred Gates

NADCO-OMS: David Hand

NADCO-RBS: Jesse Harrup

**NATIONAL
VICE
COMMODORE**
[NAVCO]



COMO
NICHOLAS KERIGAN

Commodore Nicholas Kerigan, a native New Yorker, is currently serving as National Area Commodore-Atlantic Area East [ARCO-A(E)].

Previously, he served as District Commodore-1st District, Southern Region, during 2003-04; District Vice Commodore-Chief of Staff, during 2001-02; and, District Rear Commodore-Activities New York (South), during 1999-2000.

A graduate of New York's St. John's University, which granted him a Bachelor of Science degree in 1977, COMO Kerigan also studied at that university's Graduate School of Business Administration.

Now retired, he most recently served as a Vice President in the Information Technology Division of Morgan Stanley. Prior to joining that firm, he had been employed by two major international banks in management positions, with responsibility for business continuity planning.

COMO Kerigan, who has held a variety of staff positions in the Auxiliary in addition to his elected positions, is an AUXOP member who remains active in operations, member training, public education, and Vessel Safety Check programs.

He is qualified as a coxswain and Qualification Examiner (QE), air observer, vessel examiner, and instructor.

His current home-base is Flotilla 12-3 D1SR (Fort Totten, Queens, N.Y.). COMO Kerigan currently resides in Manhasset, Long Island (N.Y.), with his wife, Susan Kerigan, and their two children, Christine and James.

**AREA
COMMODORE—
ATLANTIC EAST**
[ARCO-A(E)]



COMO
PETER E. FERNANDEZ

Commodore Peter E. Fernandez boasts a long and distinguished Auxiliary career in the Seventh District. He spent the past two years as the District Commodore. Prior to moving up to that position, he served as Vice Commodore, from 2003-04.

Since first joining the Auxiliary in 1986, COMO Fernandez has served in all elected positions through DCO, as well as in several staff positions at various levels of the organization.

He is qualified as a coxswain, vessel examiner and instructor. He is particularly active in the operations, member training, public education, and Vessel Safety Check programs.

His home-base is Flotilla 65 D7 (Cutler Ridge, Fla.).

COMO Fernandez, who earned a Bachelor of Business Administration degree from the University of Puerto Rico in 1962, has been chief executive officer and owner of a swimming pool business and export firm for the past 32 years.

Even though he has more than 25 employees, thanks to a good manager and full staff he has been able to fulfill the extensive travel demands and work requirements of the high offices he has held – and continues to hold – in the Auxiliary.

A native of Camaguey, Cuba, COMO Fernandez became a U.S. citizen in 1967. He currently resides in Miami with his wife, Patricia.

**AREA
COMMODORE—
ATLANTIC WEST**
[ARCO-A(W)]



COMO
JAMES E. VASS

Commodore James E. Vass entered the Auxiliary in 1991, and has since served in a variety of staff positions, from flotilla to district level.

His elected positions have included Flotilla Vice Commander, Flotilla Commander, and Division Captain in Div-7 D8CR, and Rear Commodore-West. He also served as Vice Commodore of D8CR, which he currently serves as District Commodore, for an area that spans seven states and three time zones.

COMO Vass is also a member of the Coast Guard Auxiliary Association's National Finance Committee

His home-base is Flotilla 7-10 D8CR (Victoria, Texas).

A 1964 graduate of Virginia Polytechnic Institute (B.S., Civil Engineering), COMO Vass – a professional engineer – spent more than six years on active-duty with the U.S. Army Corps of Engineers and retired from the Army Reserve with over 28 years of total military service.

After leaving active-duty, he joined the DuPont Company, from which he retired as senior project engineer, after 29 years of service. During his tenure at DuPont, he was stationed at, and responsible for, seven different construction sites, including Dordrecht, Netherlands; Ulsan, Korea; Beaumont, Texas; and, Richmond, Va..

A Waynesboro, Va. native, COMO Vass now lives in Port O'Connor, Texas, and works as a consultant for Palmetto Management and Engineering.

**AREA
COMMODORE—
PACIFIC**
[ARCO-P]



COMO
LOIS A. CONRADO

Commodore Lois A. Conrado will move into her new position after having served since January 2005 as Commodore of District 11SR. Prior to that she had served as Rear Commodore-Los Angeles/Long Beach North.

A 1965 graduate of the University of Colorado (B.S., Mathematics and Physics), COMO Conrado also earned a Masters degree in psychology, with an emphasis in counseling and guidance, at California State University at Northridge (1975).

She has held a California State Teaching Credential since 1966 (University of California at Los Angeles), and, in 1968, won a National Science Foundation Scholarship to attend the University of Southern California for continued studies in advanced mathematics.

COMO Conrado spent 36 years with the Los Angeles Unified School District until her retirement in 2002. While at the James Monroe and William H. Taft High Schools, she handled state-funded Gifted Programs, state-mandated testing programs and she co-coordinated a substance-abuse program, counseled students and taught advanced math.

She spent the last seven years of her career in education working with students-with-special-needs at a continuation high school.

Both COMO Conrado and her husband, Al (SO-VE 4 D11SR), are native Californians and members of Flotilla 49, D11SR. They recently purchased their retirement home in Contra Costa County, near Alameda. 🌿



Photo: Mel Borofsky, DVC-AP

RDML Craig Bone, USCG Assistant Commandant for Prevention, pins Auxiliary Commendation Medal on Kevin J. Cady, DVC-MO, at NACON in Dallas, as Cady's son, Griffin, watches. Cady is winner of the first New Auxiliarist of the Year Award, but this was a separate honor. The citation accompanying this medal praises Cady for 'demonstrating exemplary commitment and teamwork [by] consistently provid[ing] superior service to Coast Guard Sector Northern New England, Auxiliary National Staff, and his local Auxiliary shipmates.' He is further praised for his 'dedication, judgment, and devotion to duty...in keeping with the highest traditions of the U.S. Coast Guard and Coast Guard Auxiliary.'

Kevin Cady Selected as First 'New Auxiliarist of the Year'

Kevin J. Cady, DVC-MO and VFC-21 D1NR, has won the first New Auxiliarist of the Year Award, it was announced by RADM Clifford I. Pearson, USCG Assistant Commandant for Human Resources.

In an ALCOAST signed by Rear Admiral Pearson, the flag-officer stated:

"Cady initiated training programs that resulted in over 20 Auxiliarists, representing five flotillas, being trained in one of seven [marine-safety Trident Program] position qualifications. Three earned the provisional Marine Safety Device, or Trident Award.

"He was instrumental in assisting Sector New England's planning and operational readiness staff to identify and contact over 35 local stakeholder organizations, significantly contributing to the establishment of the Maritime Security Committee for the Burlington, VT area.

"Cady was also instrumental in reviewing and updating the Hazardous Materials

Section of the Maine and New Hampshire Area Contingency Plan through close coordination with over 40 local, county, and state agencies in the Sector Northern New England Area of Responsibility.

"Cady has shown exceptional leadership and commitment to Team Coast Guard through his extensive volunteer support."

A graduate of Empire State College of the State University of New York (B.S.-Human Resources Management; A.A.S.-Criminal Justice), Cady spent five years as a trainer with the National Hockey League's Philadelphia Flyers before moving to Portland to join the Maine city's Police Department.


He spent the next 20 years with that Department, serving at various times as a mounted patrolman, field training officer, detective, detective-sergeant, shift commander, and FBI Joint Terrorist Task Force member. He is now a firefighter/investigator with the Portland

Fire Department.

Cady, who was honorably discharged from the U.S. Coast Guard in 1981, joined the Auxiliary in 2003. He has served as FSO-MS 21 and SO-MS 2 D1NR; Branch Assistant-Marine Safety; and, Branch Chief-Marine Safety Operations

One of the first Auxiliarists in New England to earn the marine-safety Trident device, Cady earlier this year was appointed to his current M-Department position as Division Chief-Communications & Education.

Now in his second year as VFC-21 D1NR, Cady is also assigned to the USCG Sector Northern New England Planning Department, where he assists with contingency planning and intelligence support activities.

Cady received his award during Coast Guard Honors Program 2006 ceremonies on September 14 at USCG Headquarters in Washington. 

USCG Creates New Award for Flotilla Commanders

ADM Thad Allen, Commandant, U.S. Coast Guard, has unveiled a new form of recognition for the Auxiliary – the Commodore Charles S. Greanoff Inspirational Leadership Award – to annually recognize “the most distinguished Flotilla Commander.”

The award is named for COMO Charles S. Greanoff, PNACO, “a public servant who, through his leadership and membership in the Coast Guard Auxiliary, has logged over 63 years of service to our country,” ADM Allen said.

The Commandant said the award was established “in the spirit of recognizing all elements of the Coast Guard family and championing diversity within our organization.”

Actually, it parallels other USCG inspirational awards, including the

CAPT John G. Witherspoon Award for active-duty and reserve officers, the George R. Putnam Award for civilians, and the MCPO Angela M. McShan Award for active-duty or reserve Chief Petty Officers.

COMO Greanoff joined the Auxiliary in 1943 at Flotilla 73 D9, a port security unit that was responsible for protecting the Port of Cleveland, the Cuyahoga River, and the area’s cities and bridges.

He subsequently served as Flotilla Commander (1950), Division Captain (1953), Ninth District Commodore (1956-57) and, finally, National Commodore (1958-59).

COMO Greanoff’s affiliation with his most recent duties began in 1991, when he was appointed assistant to the Family Programs Administrator at

the Ninth Coast Guard District.

ADM Allen said COMO Greanoff was “a key player” in establishment of the District’s fledgling Worklife Program development. In March 1993, COMO Greanoff was appointed Ninth District Ombudsman Coordinator, a position he held until last year. While in that post, he trained over 150 district ombudsmen at more than 50 units around the Great Lakes.

“Through his 63 years of outstanding service and dedication, COMO Greanoff has set the standard for all Auxiliary leaders,” ADM Allen said.

Commodore Gene Seibert, the NACO, solicited nominations in October for the first COMO Charles S. Greanoff Inspirational Leadership Award. 🦿



Photo: U.S. Coast Guard

Auxiliary Document Examiners

Twenty-three Auxiliarists recently completed ICE-Forensic Document Examination and Fingerprint Training at USCG Training Center Yorktown (Va.). They will work alongside Coast Guard personnel at various Regional Examination Centers. RECs handle U.S. maritime licenses, merchant mariner documents, vessel registry certificates, and forms for the International Convention on Standards of Training, Certification & Watchkeeping for Seafarers. The Auxiliarists received Completion Certificates from CAPT Ernest J. Fink, (front row, right), Commanding Officer, USCG National Maritime Center, who said: ‘I was very impressed by this dedicated and enthusiastic group of men and women, some of whom have already been working with our RECs.’



Auxiliarist/chef Ralph Scrivano (left) wields one of his galley 'weapons' on the USCGC *Kukui* as he and FS3 Brian Mowery, USCG, prepare to make a batch of salsa from scratch.

When This Crew Says ‘Hi, Chef!’ They’re Not Referring to Emeril

Story & Photos by ENS Joel C. Coito, USCG
Public Affairs Officer, USCGC *Kukui*

Not long ago, the 225-foot buoy-tender USCGC *Kukui* arrived in Kwajalein, the remote Pacific Ocean atoll in the Marshall Islands.

The vessel’s sailors had traveled more than 6,000 miles across the Pacific, escorting two 110-foot Coast Guard patrol boats to their new home port at Apra Harbor, Guam.

Among the *Kukui* sailors on board when the vessel arrived in Kwajalein was the owner-chef of an Italian restaurant in Hawaii – an Auxiliarist who has been sharing his culinary expertise in the vessel’s galley for more than two years.

Ralph Scrivano, of Flotilla 14 D14 (Kaneohe Bay, Oahu), joined the Coast Guard Auxiliary during summer 2004. Soon after, he toured CGC *Kukui* and, subsequently, offered his services. Before long, he was helping out in the galley each Wednesday that *Kukui* was in port.

Since then, Scrivano’s signature dishes – which include lasagna, prime rib, Italian meatballs, both Sicilian and Hawaiian pizza, and a variety of original desserts – have become legendary among *Kukui* officers and crew.

The 71-year-old Auxiliarist has been on six deployments with the buoy-tender, including several extended five- to six-week sailings to Samoa, Pohnpei (Micronesia), Guam, and Kwajalein.

Ralph spends most of his time cooking in the galley. When doing so, his day begins at 0400, so that he can prepare breakfast for the crew.

“I am usually an early-riser and, as I make my way to the galley for coffee, I’m greeted by Ralph,” said LCDR Steve Matadobra, *Kukui*’s Commanding Officer. “We have crew members a fraction of his age who are amazed at his energy.”

When not in the galley, Scrivano is an active participant in many facets of the vessel’s operations.

During general emergency drills, he can be found donning flame-retardant clothing and self-contained breathing apparatus (SCBA). As a fire-fighting team member, he must don nearly 50



Trying to prove they are more than just a pair of pretty faces, Ralph Scrivano, Flotilla 14 D14 (left), and ENS Joel Coito, USCGC *Kukui* Public Affairs Officer, don cooking hats and prepare to toss some dough for the ship’s Morale Night. The Auxiliarist/chef’s specialties include both Sicilian and Hawaiian pizza.

pounds of protective gear during these practice scenarios.

Asked about his recent experience as on-scene leader during a simulated flammable-liquid fire, Scrivano insisted, “It was great! I know it was a drill, but it felt like I was actually fighting a fire.”

DC1 Joshua Pinkley, a damage-control team member, said Scrivano stood “toe-to-toe” with the *Kukui* crew during various weekly training scenarios.

The Auxiliarist’s enthusiasm and desire-to-learn while aboard *Kukui* has become infectious – and at just the right time. With a 44 percent crew-turnover rate this summer, there were many new faces aboard the vessel.

SA Kevin Noesen, a crewmember who recently reported from Training Center Cape May, said, “Ralph is a great example of how much you can learn aboard this ship, if you become actively involved in your training and work hard.”

On July 10, Scrivano and the *Kukui* crew deployed from home-port, headed to Kwajalein, Guam and Pohnpei.

Among the assignments for this deployment were the transport of over 30 tons of cargo; correcting aids-to-navigation discrepancies; delivering patrol boats to Apra Harbor; conducting an extended

search-and-rescue mission west of Truk; hosting RADM Sally Brice-O’Hara, District Commander, Fourteenth Coast Guard District; conducting international engagement operations and training in Micronesia; and, providing food, clothing and toiletries to needy families.

“It was an honor for me to serve with the crew of *Kukui*,” said Scrivano. “I know that in the military, we have very new and very senior people. But on board this ship, I think they are *all* world-class. That is the best way I can put it.”

Aside from his work on *Kukui*, Scrivano has taken the time to share with his local community the experiences he has had as an Auxiliarist.

A tireless advocate for the U.S. Coast Guard, Scrivano makes speaking appearances at local high schools, educating students on the Coast Guard’s missions and advising them of the opportunities available through the Coast Guard Academy.

Ralph’s philosophy about his many roles on USCGC *Kukui* can be summed up by his favorite cooking-motto: “If you put love into what you do, things will turn out great.”

With someone like Ralph Scrivano on board, they often do. 🍳

An RBS 'Lecture' During Vessel Check Proves Helpful When Fire Erupts



By Victoria Remo
SO-CS 11 D5NR

Saturday, July 22, 2006, was a slightly foggy, overcast day at Blue Marsh Lake, near Reading, Pa.

At 0830, coxswain Joe Urban, FC 11-06 D5NR, arrived and began preparing his Operational Facility (OPFAC) for a patrol. He and his crew – Frank Scudner, SO-FN 11, and Victoria Remo, SO-CS 11, both D5NR – were ready to launch when a boat came alongside. The owner asked for a Vessel Safety Check (VSC) of her recently-purchased boat.

Scudner – a Vessel Examiner – obliged. The vessel passed muster and its proud owner was awarded a VSC 2006 decal. He also gave her a Channel 16 decal and explained how to use the hailing frequency in an emergency. Once he was back on the OPFAC, the patrol commenced.

About 1000, Urban received an emergency call on Ch. 16 about a boat on fire at the Dry Brooks Launch Ramp. He immediately headed in that direction and soon spotted a stern-drive boat ablaze in the

middle of the lake, between the ramp and the opposite shore.

Blue Marsh Park Ranger Kathy Grim radioed the OPFAC, asking for assistance in keeping other boats away from the recently-fueled burning boat, as it could explode at any time.

Scudner learned that the boaters who had called to report the fire were the very same whose boat he had examined and taught how to use Ch. 16 for emergencies.

His lecture on Recreational Boating Safety procedure had been implemented just one hour



LEFT: Lower Heidelberg Township Fire Department rescue boat approaches flaming vessel near Dry Brooks Launch Ramp, on Blue Marsh Lake, near Reading, Pa.

BELOW: All that remains of the vessel after fire was finally extinguished is her still-smoking, foam-covered, heavily-charred hull.



Photos: Courtesy of Casey Suglia

after he'd given it.

Boaters who stayed in the area to watch the scene unfold were cooperative, keeping a safe distance between their boats and the fire.

Scudner was dropped off at the dock to gather information for a Search and Rescue Mission Report, while Urban and Remo returned to the area between the boater-spectators and the flaming hazard.

Fire-trucks arrived from Greenfield and Mt. Pleasant, and a rescue boat from the Lower Heidelberg Township

Fire Department was launched. However, her crew was unable to quickly put out the fire.

The flaming craft drifted into shore-side shrubs, opposite the ramp where fire-fighting crews were waiting with their apparatus. The rescue-boat crew then towed the blazing boat back to the dock area, where they finally extinguished the fire with foam. All that remained of the fiberglass boat was its badly-charred hull.

According to Park Rangers, this fire was the first ever to destroy a boat at Blue Marsh

since the lake, built by the U.S. Army Corps of Engineers, was opened in the early 1970's.

The destroyed boat's owner and his two sons had not been injured because they jumped overboard to safety at the dock when the engine caught fire right after the owner started it.

Loss-by-fire clearly demonstrates the value of two lessons already taught by the Coast Guard Auxiliary: Always ventilate before starting an engine, and be sure to have a clean, approved backfire flame arrester installed. ⚙️

SAR Training Comes in Handy

HAWAIIAN AUXILIARISTS SAVE SEVEN

Story & Photo by Maxine Cavanaugh
DSO-PA 14

Just outside the calm waters of Oahu's Kaneohe Bay, a strong gust of wind suddenly expanded the sails of the 20-foot sailboat *Nauticlew*, with 17-year-old Christopher Beuret at the tiller.

The unexpected gust strained the starboard shroud, pulling the eye of the chain plate out of the weakened wood and fiberglass.

"Before we knew it, the mast buckled and broke nearly in half," explained Chris, a four-year member of his school's sailing team. He has been sailing the *Nauticlew* since the family bought the vessel seven years ago.

On board with Chris were six friends from Maryknoll High School, enjoying the Good Friday holiday off from school by going whale-watching. It was pretty late in the season for whales, but they had seen some the weekend before, near where they were now.

Everyone scrambled to put on life jackets as Chris called 911 on his cell phone.

A couple of miles out beyond the "R2" buoy, on the far side of Coconut Island, two Coast Guard Auxiliary Operational Facilities (OPFAC) were going through training evolutions.

In a practice tow, coxswain Jim Haley's *Kipi Kai* (OPFAC 246056), with Mel Choy as crew, was being towed by OPFAC 23756 – one of three UTL/SAFE Boats recently acquired by District 14 for Auxiliary use.

On board were Al Chang, a certified UTL crewman, and crew trainee Mike Bradey. At the helm when they got the call from USCG Sector Honolulu, were coxswain Charley Stone, and Bill Sheeder, an Auxiliary coxswain being checked for UTL-coxswain certification



Happy-to-be-saved skipper Chris Beuret shows off the broken mast on his 20-foot sailboat, *Nauticlew*. The boat, along with its seven teenage occupants, was rescued by the Coast Guard Auxiliary outside Kaneohe Bay, Oahu.

"AUX vessel 756...This is Sector Honolulu...We have a report of a disabled sailboat. Can you respond?"

Sheeder quickly verified Sector's information – a 20-foot sailboat with broken mast, near "R2" buoy.

"We cast off our tow lines and stowed unneeded gear as we made the boat ready for the real thing," Sheeder recalled.

With her decks clear, all gear stowed and the crew seated and ready for best speed, 756 rounded the north end of Coconut Island, only to discover that the crew could not see the "R2" buoy.

Normally – on a flat, calm day – the buoy can be seen from Coconut Island. But that day, the wind was changing from easterly to east north-easterly, stirring up the waves. Lots of white-water made it difficult to see "R2."

The OPFAC worked its way out to the crash channel and headed through the Sampan Channel.

With no marine VHF radio on board, Chris' call to 911 was not your usual call-for-help.

The 911 center had no address to locate the caller. In order to establish the caller's location, a Kaneohe police officer drove to a high location overlooking the bay and verified that, indeed, there was a sailboat with a broken mast near the entrance to the bay.

The 911 center passed the call to Water Front Operations (WFO) at U.S.

Marine Corps Base Hawaii, in Kaneohe, and to Sector Honolulu. WFO immediately launched its 23-foot crash boat (also a SAFE Boat), and headed out to help.

Sector radioed 756. The two responders had been monitoring different channels, so it took a few minutes to connect. This slightly delayed communications between the two SAFE Boats – but not the response.

As 756 came down the channel, the crew spotted the sailboat, its deck littered with broken mast, rigging and sails. On top of the clutter were the seven Maryknoll friends. Coming up the channel from the other direction was the red WFO crash boat.

The sailboat was northwest of "R2," in heavy seas and drifting into breakers on the outer reef. By the time 756 arrived on-scene, the WFO boat had a tow line on the sailboat. Taking a position near "R2," the Auxiliary vessel proceeded to stand by and evaluate the situation. Then, working with the WFO vessel, 756 moved in to help stabilize the sailboat.

"I think I can get a line across the bow," Al Chang told Sheeder, as the coxswain brought 756 closer to the sailboat. Chang threw his line and hit the mark. The Auxiliarist picked up the sailboat on a short tow.

Now, only 100 yards to calm waters, the crew just needed to get there before any big breaking waves caught them abeam. Escorted by the WFO boat, they made it without incident. Looking back as they reached the calmer waters, the 756 crew knew things were getting better when they saw smiles on the sailboat passengers' faces.

Once in the bay, the two SAFE Boat crews agreed that those on board the sailboat should transfer to the WFO. Five of the seven did so safely. Chris felt he needed to stay with the *Nauticlew*. One of Chris' friends, a member of his sailing team, stayed with the skipper. The WFO boat headed back to the Marine Base.

Lengthening the tow, 756 headed for the nearest marina, which was at the Marine Base. Haley's *Kipi Kai* now served as escort.

As they approached the marina, emergency vehicles of all kinds – red and blue lights flashing – greeted them. Soon, all the sailboat passengers were ashore, and were taken to the base police station for debriefing.

Proud to have put their training to use in saving seven lives, the two Auxiliary vessels' crews called into Sector and secured from patrol. 🌀



Photo: SNPA Kevin J. Neff, USCG

Michael E. Ramsey, Flotilla 88 D11NR, explains some of the finer-points of his detailed model of USCGC *Eagle* to Rear Admiral Jody Breckenridge, Commander, Eleventh Coast Guard District. The Auxiliarist's model of the sailing ship is now on permanent display in the flag-officer's office.

Rear Admiral Praises Auxiliarist's Ship Model

By PA2 Rachel Polish, USCGR
Coast Guard District 11 Public Affairs

Michael E. Ramsey, Flotilla 88 D11NR, is more than just a dabbling hobbyist.

Actually, the California Auxiliarist has built more than 200 model ships, of which at least 150 have been U.S. Coast Guard assets. His first model of a Coast Guard sailing ship is the USCGC *Eagle*.

Constructing it proved to be a rather unique experience for the Clear Lake (Calif.) Auxiliarist.

As a child, Ramsey built plastic model kits, but he uses far different materials as an adult. In fact, most of his ship models are built with paper, glue and thin pieces of cardboard.

For the *Eagle*, he used the cardboard backs of writing-pads. The vessel's figurehead was carved out of hardened glue.

On August 3, Ramsey presented his *Eagle* model to RADM Jody Breckenridge, Commander, Eleventh Coast Guard District, for display in her Alameda, Calif. front office.

Reviewing the model, RADM Breckenridge marveled at the care and level of detail that had gone into building the *Eagle*. "This is truly a piece of art and a testament to those who served on the *Eagle*," she said. "Mr. Ramsey's work shows the type of talent we have within our own Auxiliary."

CWO4 Kenneth Frost, Coast Guard District 11 Operations Training Officer, actually served on the *Eagle* for three-and-a-half years. After inspecting Ramsey's work, he assured RADM Breckenridge that the model was accurate.

Smiling at the Auxiliarist, the Coast Guard flag-officer explained to Ramsey that CWO Frost had just offered him the highest compliment.

Ramsey has just completed a model of the new Great Lakes icebreaker, CGC *Mackinaw*. He is now looking forward to tackling his next project – a model of a new USCG Security Cutter.

Asked about his plans beyond that, Ramsey smiled and replied, "If I haven't built it, I'll try it." 🌀

A Legendary Outer Banks Octogenarian Coxswain Retires After 18 Mission-Packed Years

OUTPACED 'YOUNGER' AUXILIARISTS

Story & Photo by Mark Goodin
SO-PA 16 D5SR

It's an early February morning. It is cold, and the water is a bone-chilling 42 degrees. At this temperature, a man overboard would die of hypothermia in just a few minutes. But that's why 85-year-old Carl Berntsen, Ph.D., has been patrolling the winter waters of the Outer Banks for the Coast Guard Auxiliary – to help save lives.

Today, as he has so many winters before, Berntsen squeezes into a tight-fitting neoprene drysuit (an ordeal for a man half his age), turns the key on the vessel *Molly B*, and prepares to get underway for the estimated 500th time he has been on patrol and/or air-sea rescue training operations for the Auxiliary.

Recently, after 18 years of service, Berntsen called it quits, bringing to a close one of the longest, most successful runs as an Auxiliary coxswain in the history of Flotilla 16-7 D5SR, which serves most of North Carolina's Outer Banks.

Berntsen's heart remains on the water, but it's his knees that aren't cooperating anymore.

He isn't just a legend within the Auxiliary and the active-duty Coast Guard. He is beloved. At a time in his life when he could have taken up residence in an easy-chair, Berntsen chose to keep serving his community and country by joining the volunteer lifesavers of Flotilla 16-7.

And he does so at a pace that would shame a much younger man.

Berntsen shuns the spotlight and seems embarrassed to talk about himself. His friends will tell you that he's not only an accomplished mariner, but also an outstanding person.

"He has been a role model for so many people," says his close friend and fellow Auxiliarist, Bill Storey, who has been Berntsen's on-the-water operations partner for the past 18 years. "He's a quiet man, but a strong man...a very



gracious person, who has been a tremendous mentor for so many people in the Auxiliary."

That sentiment is echoed at the Coast Guard's Oregon Inlet Small Boat Station.

"He's definitely going to be missed," says BM2 Todd Midgett. "He's been a real asset. He has helped us out many times. I only hope he's passed along everything he knows to someone else."

Berntsen is no arm-chair boat captain. A strongly-built man with a solid repu-

tation as a "go-to guy in a tough spot," Berntsen knows how to negotiate the sometimes-treacherous waters of the Outer Banks. He is also known for his decades of community service – "my work-without-pay," as he calls it.

In addition to serving in the Auxiliary – including a year as Flotilla Commander – Berntsen has been a member of the Nags Head Woods Ecological Preserve's board of directors. He also served on the Southern Shores Planning Committee



Carl Berntsen, Ph.D., who at age 85, traded in his Auxiliary uniform for civilian clothes, after conducting some 500 safety and training patrols with the 'other love' of his life – the 21-foot *Molly B*.

and the Southern Shores Town Council, and as president of the Southern Shores Civic Association.

Born in Brooklyn, N.Y., Berntsen began his love affair with the sea as a ship fitter at the Bethlehem (Pa.) Shipyard. He enlisted in the Navy in 1942, serving on a sub-chaser in the Caribbean and later on a destroyer in the Pacific during World War

II. While in the service, he married the love of his life, Mary. The couple has two children and two grandchildren.

Berntsen also has been a witness to history. His destroyer squadron was part of the contingent of U.S. ships anchored in Tokyo Bay on Sept. 2, 1945 when the Japanese signed Articles of Surrender aboard the Battleship *Missouri*.

"He has been a role model for so many people. He's a quiet man, but a strong man...a very gracious person, who has been a tremendous mentor for so many people in the Auxiliary."

BILL STOREY,

close friend and fellow Auxiliarist

He has seen a few things on the water in North Carolina as well. "He probably won't bring them up, but we've had some interesting experiences," says Berntsen's partner, Bill Storey.

"There was the time the boat's windshield smashed during a storm on Pamlico Sound, and the rescue of a woman from a tiny spit of sand, somewhere around Oregon Inlet. She must have been nine months pregnant. Her husband had taken her out on the boat, and she demanded to be put ashore on one of those tiny islands."

Storey further recalls Berntsen's boat being bashed into the bulkhead of the Wright Memorial Bridge by gale-force winds as he struggled to pilot the vessel up the sound and away from oncoming Hurricane Danny.

Berntsen is also an academic.

He earned a Ph.D. in forest management at Oregon State University. Before migrating to North Carolina in 1988, he spent most of his professional life in the U.S. Forest Service, retiring in 1979 as director, Timber Management Research Division, U.S. Department of Agriculture, in Washington.

Although happily married for 62 years, there is another "woman" in Berntsen's life – the weather-worn, 21-foot *Molly B*, a vessel with so many CGAUX Operational Facility stickers on her cabin sidewalls that some of them actually overlap.

"You can call her a scow, but for the type of work she does, she's perfect," says Berntsen, as he surveys the helm. "Even though I've retired from the Auxiliary, Mary wants to keep her so we can go out on the water together now."

And it was to be on the *Molly B* that Berntsen would perform his final Auxiliary mission, last March, before sailing into Retired Auxiliarist status. "That is, unless someone really needs me to do it one more time," he confided to some friends. 🌀

Staying the Course

AUXILIARISTS CELEBRATE ACCOMPLISHMENTS OVER THE PAST TWO YEARS WHILE REMAINING STEADFASTLY FOCUSED ON COURSE FOR THE FUTURE

Compiled by: Mel Borofsky DVC-AP, Rob Westcott DVC-AX and Ed Sweeney DC-Ad

Auxiliarists from all over the country, joined by Coast Guard personnel and our domestic and international partners and guests, recently gathered for the Auxiliary's annual national conference (NACON), held this year in "The Big D" – Dallas, Texas.

The theme of this year's conference – *Staying the Course* – has had, and will continue to have, a profound impact on what we do as an organization for years to come.



Photo: Mel Borofsky, DVC-AP

NEW NATIONAL BRIDGE

The new Auxiliary National Bridge gathered at NACON 2006 for the first formal portrait following their election at the Dallas conference. Front row: COMO Steven M. Budar (center), National Commodore-elect, is flanked by COMO Gene M. Seibert (left), current NACO, and CAPT Barry P. Smith, USCG Chief Director of Auxiliary. Rounding out the bridge (back row, from left) are: COMO Peter E. Fernandez, Area Commodore-Atlantic East elect; COMO Lois A. Conrado, Area Commodore-Pacific elect; COMO Nicholas Kerigan, National Vice Commodore elect; and, COMO James E. Vass, Area Commodore-Atlantic West elect. Biographies of the new bridge are on pages 8-9.



Commodore Gene Seibert, the National Commodore, delivers his address at the NACON Banquet.

Photo: Mel Borofsky, DVC-AP

STAYING THE COURSE WHILE RISING TO NEW CHALLENGES

In his address to the membership present at NACON, outgoing National Commodore Gene Seibert urged all Auxiliary members to not only “stay the course,” but to rise to the new challenges that will continue to come before us as world and national situations change.

Moreover, he urged us to maintain mission balance, despite any new demands on the organization.

“I feel it is important for the Auxiliary membership recognize that, as members of the Auxiliary, we were—and continue to be—participating in both revolutionary and evolutionary times, with our internal organization being affected by the many external changes in our world,” COMO Seibert said.

“Over the past two years, we have had more opportunities and greater demands for service—largely rising from new, or enhanced, Coast Guard operations and support missions. We recognized that we had to become an orga-

nization focused not only on maritime safety, but also maritime security on our waterways.”

Two years ago, the Auxiliary was facing new challenges, but as the surge operations calmed, it became obvious that the organization needed to develop a set of realistic strategic plans. “We needed to ‘take a fix’ and lay out a track line. It became very clear that, unless the Auxiliary could balance its missions, it wouldn’t be in control of its destiny,” he said. “To be effective in meeting those demands, it became clear that we needed to balance and prioritize our missions and develop a viable blueprint for the future.”

Over the past two years, COMO Seibert added, “The Auxiliary National leadership has worked, and continues to work, on such a plan, well aware that while essentials such as mission balance needed to be kept in mind, any good plan will have to include being proactive

in supporting the evolving Team Coast Guard mission. “Where we see a good fit for our assets and people, and—most importantly—where we can take action in support of our strategic plans, we must be proactive and professional in offering our support.”

Lauding the Auxiliary membership for its willingness to change, adapt and meet new challenges, COMO Seibert repeated an observation by former USCG Commandant, ADM Tom Collins, who had said, “Great organizations don’t just happen; they evolve from sound visionary leadership, willingness to change what needs to be changed, and the commitment to safeguard those guiding principles most critical to organization success.”

To which COMO Seibert added: “I firmly believe this is true of the Coast Guard Auxiliary, and each of you here tonight should be proud of what you have accomplished.”

PREVENTION EFFORTS HAILED

Rear Admiral Craig E. Bone, USCG Assistant Commandant for Prevention, delivered high praise to the Auxiliary for its efforts in preventing boating deaths and injuries. He said, "I would like to thank Auxiliary National Commodore Gene Seibert, his leadership team, and the entire Coast Guard Auxiliary for their tremendous efforts in supporting Team Coast Guard and, in particular, their efforts focused on the missions of prevention during their tenure."

He cited Joseph Malins' poem, *A Fence or an Ambulance*, published in 1913 in the North Carolina State Board of Health Bulletin. The poem describes how a town addressed the issue of increasing injuries suffered by residents who fell off a treacherous cliff they needed to pass. The decision was to acquire an ambulance to come to the aid of the injured, rather than to simply build a fence to prevent townspeople from plunging over the cliff.

RDML Bone said, "[Malins'] words are as relevant today as they were almost a century ago – 'To rescue the fallen is good, but still best to prevent other people from falling.' And that is what the Auxiliary has been doing in [its] irreplaceable role for the Coast Guard, the men and women who work in the Prevention Directorate, and the nation."

He wrapped up his remarks on prevention activities by saying, "The prevention mission isn't glamorous, and it rarely gathers the headlines that are given to those [who] perform the daring and heroic rescues when things turn bad. But, prevention – or building a fence (in the areas of CFVS, RBS, UPV, REC, ATON prevention missions) – is precisely where the first line of defense is in protecting and saving lives and ensuring our nation's economic security."

"Our nation must have the ambulance and the drivers, and EMTs must be well trained and equipped, but without the fence to prevent the majority of potential accidents, the ambulance would soon be overwhelmed."



**RDML
Craig E. Bone,
USCG**
Assistant
Commandant for
Prevention

Photo: Mel Borofsky, DVC-AP

"The prevention mission isn't glamorous, and it rarely gathers the headlines that are given to those [who] perform the daring and heroic rescues when things turn bad. But, prevention – or building a fence (in the areas of CFVS, RBS, UPV, REC, ATON prevention missions) is precisely where the first line of defense is in protecting and saving lives and ensuring our nation's economic security."

Rear Admiral Craig E. Bone, USCG, Assistant Commandant for Prevention



PRAISE FOR BEING 'READY, RESPONSIVE AND RESOLUTE'

RDML Joel Whitehead, Commander, Eighth Coast Guard District, greeted the members and welcomed them to Dallas. He also congratulated COMO Seibert on being selected as the first Auxiliarist to serve on the Coast Guard's Leadership Counsel, giving him access to the Commandant and other top level decision-makers in the Coast Guard.

"COMO Seibert was also instrumental in an important project that had a profound and direct impact on the members of the Eighth District and District 7 – the establishment of Operation Life Ring," said RDML Whitehead. "Over \$125,000 was raised by Operation Life Ring and given to Coast Guard families and Auxiliarists impacted by the 2005 Gulf Coast hurricanes. I want to personally thank you on behalf of the members of the Eighth District."

He also thanked the other districts for their generous donations, which made Operation Life Ring a success.

RDML Whitehead continued his remarks by commenting on COMO Seibert's watch-words.

"Those words – ready, responsive and resolute – were echoed at NAICON



Photo: Mel Borofsky, DVC-AP

RDML Joel Whitehead
Commander
Eighth Coast Guard District

2005 when the Seventh and Eighth Districts were dealing with the effects of Hurricane Katrina," he said. "Auxiliarists were ready and responded to the call during last year's hurricane season.

Members of the Auxiliary provided vital assistance in nearly every mission area of the Coast Guard.

"On very short notice, members staffed incident command posts [and] conducted countless support and logistics flights, giving commanders some of the first views of the storm's devastation. They assisted in life saving rescues and delivered life saving food and water."

RDML Whitehead added, "While many others outside the impact area were ready to assist when called upon to do so, you were also responsive. Your efforts not only aided the general public, but directly assisted members of Team Coast Guard. And, finally, you were resolute."

"As an example, the Eighth District Auxiliary component is one of the largest in the Coast Guard, totaling over 4,500 members. Last year was one of the most personally impacted by the 2005 hurricane season, especially those in D8CR. Yet throughout District 8, members of the Auxiliary can be found at nearly every single station, filling the role of nearly every billet, including OOD, duty engineers, and watchstanding."

AN INTEGRAL PART OF THE WORKFORCE

RADM Jody Breckenridge, District Commander, Eleventh Coast Guard District, began her remarks by recalling that it has been four or five years since she had last attended NAICON. She wanted to come and renew some friendships this year, and stated that she had a couple of very specific reasons for coming.

"First, you are an integral part of our workforce," she said. "As I look at strategic planning (in my district), I want to ensure that the Auxiliary is included every step of the way, as we look at the capabilities you can bring to bear to the challenges and missions that we have to accomplish."

Secondly, she wanted to come to the national conference to see what challenges Auxiliarists were facing, and to see what she can do to facilitate leveraging Auxiliary capabilities.

One area in which she saw a need for improvement was training.

"When you step forward and offer new capabilities for us, or when we ask you to do something new, we have to ensure that we provide you the proper training," she insisted. "We can't ask you to do something without making the proper investment, to allow you to do the professional job that you always want to do—and consistently do. We need to ensure that we set things up just as we do for our reservists, and make the proper investment in training."

Finally, RADM Breckenridge discussed the Coast Guard's branding project, of which that she was a part. "I am very proud of the Coast Guard branding of the Shield of Freedom, having guided that particular process," said the flag-officer, who was involved in that process,

along with a number of Auxiliarists. "It truly transcends all the components of our workforce and all the missions that we do," she said.

"As I look at the shield—which protects things—that is exactly what we do," said RADM Breckenridge. "I look at what composes that shield, and what composed that shield is you – our workforce. The resiliency and strength of that shield resides in you. It's a very resilient and strong shield that we have."

She concluded her remarks by saying, "I thank you all for what you do each and every day. We could not provide the services to the American public, nor perform at the level of excellence that we do, without your contributions. We should all stand tall and stand proud for what we do. Please take pride in what you do."

COMMANDANT: AUXILIARY NEVER MORE RELEVANT OR MORE VISIBLE

One of the highlights of NAICON is the Commodore's Banquet on Saturday evening, which features the Coast Guard leader as keynote speaker. ADM Thad Allen, who was recently sworn in as Commandant, had served as the Principal Federal Officer at the Hurricane Katrina clean-up.

He began his speech by saying, "I grew up with you [the Auxiliary] in the Coast Guard....This is not a conference, it is a reunion."

ADM Allen extended his congratulations to the new bridge, stating, "It is a great team, and I think you're joining a great team. I think we have a really strong flag in the Coast Guard right now. I couldn't have picked a better bunch of folks to work with. I welcome you all aboard and look forward to working with you."

Referring to his appointment of COMO Seibert to the USCG Leadership Council, ADM Allen noted, "He will serve in a bridge capacity. We need his counsel and his experience. We need the voice of the Auxiliary, and between he and [NACO(e)] Steve [Budar], we look forward to a great partnership."

Allen continued his remarks by telling the members about the "good news and bad news" about being in the Coast Guard and Coast Guard Auxiliary today.

"I tell a lot of folks that I meet—not just since Katrina, but since 9/11—the good news is that the Coast Guard has never been more relevant or visible," said ADM Allen. "The bad news is we've never been more relevant and visible. But I would have to say, that would apply equally

to the Coast Guard Auxiliary. You have never been more relevant, you've never been more visible, and the things you bring to the surface, which have always been strong; the things you do for us on a daily basis, make us stronger as an organization."

ADM Allen continued, "You are vertically and horizontally integrated into this organization. You are all over this organization....You are part of the organizational DNA of the Coast Guard. We couldn't do anything we do today without you. You have never been more relevant or visible. Give yourselves a hand!"

The Commandant also saluted the Auxiliarists present who were involved in Katrina operations in some way. "Every time I would walk into a Disaster Recovery Center [DRC] around the Gulf Coast. I'd ask them where they were from, and I would thank them for their service."

He had gone to a DRC in Jefferson Parish, LA to be pre-staged to meet the President, and found that a group of Auxiliarists was staffing the facility. "I said to General Russ Honoré: 'I want you to meet true Americans.' And it was my pleasure to introduce them to the President when he arrived, and I said: 'Mr. President, these are Coast Guard Auxiliarists.'"

ADM Allen said, "Principal Federal Officers [PFO] are not born by Immaculate Conception. You learn this over a series of years, and I would be remiss in not closing my remarks by paying homage to the Coast Guard Auxiliary's part in my preparation for



Photo: Rob Westcott, DVC-AX

being a PFO. You don't think about it, but these things are built over the years, in accumulated experiences conducting operations. That makes you learn how to cooperate with people and deal with first responders."

He went on to recall various experiences throughout his career when he worked with the Auxiliary. "If we are the accumulation of our experiences and the people we've known over a lifetime, a good deal of my operational performance and ability to lead as the PFO in Katrina was directly related to my experiences with the Coast Guard Auxiliary as the link to a community over my entire 35-year career," he said. "Thank you for helping me do the job!"

"Principal Federal Officers are not born by Immaculate Conception. You learn this over a series of years, and I would be remiss in not closing my remarks by paying homage to the Coast Guard Auxiliary's part in my preparation for being a PFO. You don't think about it, but these things are built over the years, in accumulated experiences conducting operations. That makes you learn how to cooperate with people and deal with first responders."

ADM Thad Allen, Commandant, U.S. Coast Guard



NACO-ELECT CHARTS THE FUTURE

Commodore Steve Budar, who has been serving as National Vice Commodore, takes over the helm as NACO on November 2. Newly-elected as Auxiliary National Commodore, he called on his fellow Auxiliarists to join him in committing to a focus on recruitment, retention, responsibility and mission balance.

He insisted: "Recruiting new members is the life-blood of this organization. New people, with new and innovative ideas, is the way we can stay on course."

Addressing the need to focus on retaining current members, COMO Budar reminded the Auxiliary leaders that not all Auxiliarists had the same interests, level of commitment, and time availability.

He added, "We do not need every member to be involved in every mission we perform. We need every member to be respected and encouraged to devote as much, or as little, time as they have to offer because it's our collective efforts that will really drive us to our successes."

"In short, we need to value our members. No matter how much, or how little time they give, we must see them as valuable and an increasingly important part of our organization. We must make them feel welcome, and ensure that they are treated honestly and with respect," COMO Budar said.

Citing the importance of mentors in his own Auxiliary experience, he insisted, "We must provide them with the mentoring we received. That is our responsibility."

And it is responsibility that is another key to the future success of the Auxiliary, he said, adding: "Responsibility is a 14-letter word that defines the job of every Auxiliarist in this nation. We must recognize our responsibilities to the Coast Guard and the boating public, and to one another—from the newest recruit to our most senior Auxiliarist."

Looking to the future, COMO Budar stressed the need for mission balance.

He said, "Balancing our missions and resources is critical for our continued success, not just to how we relate to the volunteers we serve with, but in the missions we are involved in. We continue



Photo: William Coby, BC-AXB

Commodore Steven M. Budar, NAVCO, addresses NACON Commodore's Banquet soon after his election as the new Auxiliary National Commodore.

to work to transform the Coast Guard Auxiliary from an organization solely concerned with maritime safety to one that gives added attention to maritime security.

"Our intended course was, and continues to be, one that blends maritime safety and maritime security into one balanced effort that will see the Coast Guard Auxiliary in step with the Coast Guard, providing our country with safe, secure waterways."

To achieve this balance, the NACO-elect said, "We need to recruit, for specific needs, people like computer technicians, publishers, salesmen, educators, doctors, radio operators – maybe even sailors. This is news to many of our members because it may not be the way we have always done it. But it has to be said that insanity is doing the same thing over and over again and expecting different results."

"I know we're not the same, but we

must discover new ways, and I tell you—it will be exciting, and it will be challenging, and it might be hard. But I believe there is no better time to be doing what we are doing than right here today!"

In his closing remarks, COMO Budar returned to the need for a priority of mentoring. He again challenged experienced Auxiliarists to actively mentor those with less experience.

"I ask for everyone's commitment to continue the service that you have previously been providing to the Auxiliary," he said. "And I ask that all of you continue to take on the responsibility of mentoring a new member of your flotilla, your division, and your district, and be a positive influence on that person's career."

For more detailed coverage on NACON 2006, including awards and workshops, and links to video clips of the conference, visit SITREP at: <http://www.teamcoastguard.org/2006/NACON06/nacon06.htm>

Cold Water Survival Film Floats Auxiliary's Life-Saving Message

By McKibben Jackinsky
FSO-PA 21 D17

Far from the sparkle – and warmth – of Hollywood, members of the Coast Guard Auxiliary in Homer, Alaska, were called into action in August 2005 to provide a “stage” and crucial safety net for a film created to save thousands of lives.

Now, over a year later, “Cold Water Boating” – the 23-minute production of the Alaska Office of Boating Safety, in co-operation with the U.S. Coast Guard and the University of Manitoba, Alberta, is finished.

The film uses Alaska's frigid water to graphically illustrate humans' ability to survive – *if* prepared for an icy dunking. “This was a great opportunity to do something outside of our normal tasking and missions and still stay within the realm of boating safety,” said Commodore Mike Folkerts, DCO 17, who also serves the 17th Coast Guard

District Office of Recreational Boating Safety in Juneau.

“We were well equipped and trained to assist, plus the end-result of a boating safety video is exactly what we're all about – *positively* influencing the public about boating safety.”

Plans originally called for the 110-foot, Island Class USCGC *Roanoke Island*, based at Homer, to be used as a stage for film crews. At the last minute, however, the Cutter was called away by other duties.

“So there was a frantic search for a large platform to take its place,” said Commodore Craig Forrest, PDCO 17. “We ended up providing the 50-foot fishing boat, *Adak Venture*.” That vessel is also an Auxiliary Operational Facility.

Homer Flotilla 21's 27-foot SAFE Boat also was pulled into service, along with six Auxiliarists – COMO Forrest; Sandy Mazon, VCP-2; Mike Riley, FC-21;

George Eischens, FSO-CM 21; Mike Coffing, FSO-OP 21; and, Gayle Forrest, FSO-IS 21, all D17.

With Eischens at the helm, man-over-board scenes were filmed aboard the *Adak Venture*. The threat of exposure to the 40 degree water was compounded when one scenario called for darkness. That made things even more challenging for Eischens and others playing the role of a commercial fishing crew trying to find a crewmate who had “fallen” overboard.

Using the Homer Flotilla's SAFE Boat, Auxiliarists also provided the necessary safety support. Cold water survival expert Gordon Geisbrecht, Ph.D., a professor at the University of Manitoba's Hypothermia Laboratory, directed numerous scenes in which he and others tested the effects of cold water on the human body.

Coast Guard personnel from Homer-based USCGC *Roanoke Island* and CGC *Hickory*, and helicopter crews and divers from Coast Guard Air Station Kodiak performed “rescues.”

They also explored the ability to spot different colored flares used by persons-in-the-water to summon help, and tested their ability to don survival suits in the body-numbing water.

Nicknamed “Dr. Popsicle,” Geisbrecht has been purposefully hypothermic on more than 30 occasions. His cold-water survival research has made him a frequent guest on The Discovery Channel, CBS' David Letterman Show, radio stations, and in magazine articles. He also was guest speaker at the District 17 Annual Conference in February 2005.

“I really don't like getting cold, but if a good demonstration can be educational and help save lives, then I'll consider doing it,” Dr. Geisbrecht said.

His central message, supported by years of research, is that individuals subjected to cold water have one minute to get control of their breathing, 10 minutes to get control over their physical capabilities, and one hour to survive a decrease in body core temperature.

These time limits depend on such factors as body type, how much of the body



Photo: Noreen Folkerts, DSO-PB 17

U.S. Coast Guard personnel, wearing drysuits beneath their outer clothing, play the role of duck-hunters who wound up in the water after their small boat flipped over. They are about to be rescued by a USCG SAFE Boat. This scene for the film, ‘Cold Water Boating,’ is based on an actual event that took place near Juneau, Alaska, on Dec. 15, 2005.



Photo: Craig Forrest, PDCO 17

Film crews and Auxiliary stars of the new film, 'Cold Water Boating,' gather aboard the 50-foot commercial fishing vessel *Adak Venture*, which is also an Auxiliary Operational Facility. The OPFAC was used as a platform for the 23-minute training film and as the stage for a man-overboard night-time scenario.

is wet, body movement, and what an individual is wearing at the time he or she enters the water.

Geisbrecht's so-called 1:10:1 Rule underscores the need to educate the public about the importance of Personal Flotation Devices (PFD), said Jeff Johnson, Alaska's Boating Law Administrator.

"Gasping, panic, vertigo ... all that can lead to drowning within the first minute of immersion without a life jacket," Johnson said. "After that, you have roughly 10 minutes, in 42 degree water, before muscle-cooling can cause incapacitation and swimming failure. That isn't hypothermia; it's just cold hands and legs. You're unable to do anything to effect your outcome by yourself, but you're still not hypothermic."

If an individual cannot make it through those 10 minutes, "they will drown, because they can't use their hands or legs... and they'll be wide awake and lucid when they do," he added. "That's when the majority of fatalities are happening in Alaska – the first 10-15 minutes. If you don't have a life jacket on when immersion occurs, you'll be lucky to live long enough to be hypothermic. That's the major message."

Auxiliarists involved in the film were fueled by personal experiences.

One wintry day, when the air was 20 degrees and the vessel COMO Forest was aboard was nearing shore, he went overboard.

It was cold," COMO Forrest, who has

more than 55 years' experience boating in Alaska, said of the sudden shock to his system. He was wearing heavy winter clothing, hip-boots and a PFD. "I've been in and out of the water since I was a young child, so my cold-water response was to hold my breath." Still, it took the help of shipmates to get back on board.

Coffing was alone in a skiff and a few miles offshore when he went overboard. Dressed in rain gear, wearing a PFD, and facing a rolling sea and cold rain, he

recalled it as an "eye-opening experience, to say the least. As I clutched the bow line, I kept thinking, 'I've got to get up, I've got to get up.'"

Fortunately, he dragged himself back into the skiff. "That experience was priceless," he said. "You come out being a lot wiser."

And it's a wiser boating public that "Cold Water Boating" is all about. "The information is only as good as getting [boaters] to wear life jackets," Johnson insisted. "We are always looking to find new and better information to teach people."

COMO Forrest added, "Wear your life jacket! I can't say that often enough. I'm someone who had to be convinced – and I am definitely a convert."

The Auxiliary's participation in the film provided another avenue to make its mission known.

"We, the Auxiliary, get air time and public exposure in a very positive manner, with minimal investment, because the actual cost of production was borne by the state," COMO Folkerts said. "The public sees the Auxiliary as the premier volunteer safe-boating organization. Being able to market ourselves in this way can only benefit us all – a true win-win situation."

The film, in DVD format, will be distributed to partners in the project and other Alaska boating safety educators for use as a teaching aid, according to Johnson. Additional distribution plans had not yet been made. 🌀



Photo: McKibben Jackinsky, FSO-PA 21 D17

Cold water survival expert Gordon Geisbrecht, Ph.D., a professor at the University of Manitoba Hypothermia Laboratory, was a central figure in the 'Cold Water Boating' training film produced by the State of Alaska, in conjunction with the Auxiliary and the Canadian university.



James McNally, IPDCP-1 D9ER, provides the media with 'local color' about America's Waterway Watch Program.



James J. Phillips, DCO 9ER, is interviewed by Time Warner Cable TV News reporter.

New York State District Promotes Waterfront 'Neighborhood Watch'

By John C. Stockwell
DSO-PA/PB D9ER

It is not a question of *if* another act of terrorism will occur on U.S. soil, but rather a question of *when!*

That is a strong statement, but it was precisely the one made by District 9ER when it mounted an America's Waterway Watch press conference in June at Alexandria Bay, N.Y.

The venue for the event was selected by D9ER because of the area's tourism value. Situated in upper New York State, along the St. Lawrence River and Lake Ontario, Alexandria Bay provides easy access to and from Canada.

The area also goes by the nickname, "God's Country," because it provides a magnificent setting for boating, fishing, and just-plain vacationing.

The media was invited to come and

listen to a detailed discussion of the vital role the public must play in this new world to help protect our shores from possible evil acts that could leave unimaginable and disastrous devastation in their wake.

Several Auxiliary spokespersons explained clearly that no law-enforcement agency, including the Coast Guard itself, can be everywhere at once.

The extra-eyes that boaters, fishermen, business owners, and even occasional waterfront visitors could provide might make the difference between life and death, the assembled media members were told.

James McNally, IPDCP-1 D9ER, spoke of how important it was for the public not to fear calling the authorities if they spotted anything unusual on, or near, the water. No one, he emphasized, should feel embarrassed about making a call that

might turn out to be a "false-alarm."

The important thing was that it might mean *everything*, and it could go unnoticed if law-enforcement authorities were not around to see it for themselves. "Make the call!" McNally insisted. "Let the professionals sort it out."

District 9ER Commodore James Phillips said it was not that we suspect anyone of being a terrorist, nor should we. However, he suggested, it would be good practice to get to know our neighbors while out on the water.

In the long run, he said, that can go a long way toward helping with what some have called a "very strong" Neighborhood Watch program along the waterfront.

The press briefing was covered by the *Watertown Daily Times*, North County Public Radio, and Time Warner Cable News. 📺



Ben Shiro, SO-PA 1 D9ER, proudly displays America's Waterway Watch banner at a press conference held by District 9ER in Alexandria Bay, N.Y. The event's intent was to inform the press about the need for public assistance in acting as extra-eyes to spot and report possible terrorist activity on, and near, the water.

Photos: Robert Ewing, FSO-PV/VE 16 D9ER

U.S. Coast Guard and Auxiliary Honor One of Their Own

NELL BLUNT, 76, BURIED AT SEA

By Ed Greenfield
SO-PA 5 D7

It was an ideal June day in Florida, with a cool sea breeze tempering the 90° temperature, when the cremated remains of Auxiliarist Nell Blunt were gently sprinkled on the sparkling Atlantic Ocean water by one of her six sons, Gary.

"Mom would have loved this," said another son, Geoff. "She came to us 76 years ago this very day, and today we are giving her back."

Prior to her death, the late Ms. Blunt, a member of Flotilla 54 D7 (Boynton Beach, Fla.), had specifically requested a burial-at-sea by the U.S. Coast Guard.

This request was graciously carried out, thanks to the personnel at Coast Guard Station Lake Worth Inlet, in Riviera Beach, Fla..

Having been an Auxiliarist, Nell was accorded military honors. Family members and close friends were on hand to take part in the at-sea ceremony.

Two Auxiliary vessels, filled with members of Nell's flotilla, accompanied the USCG 41-foot Utility Boat (UTB) that transported her remains through Lake Worth Inlet and out to sea.

A formal church service had been held weeks earlier. This day belonged to the Auxiliary...and the Coast Guard.

Sensing a human-interest story, the media – with family consent – joined the journey out to sea. The Palm Beach Post and TV Channel 12 were present to record the solemn ceremony.

Emotions were running high because of the inclusion of Auxiliarist Elaine Fortune, a long-time friend and confidante of Nell Blunt, and her interaction with the Blunt family.

We powered past Peanut Island and bounced our way laboriously through three- to four-foot waves to a point more than three miles off shore. It was then



As a local CBS-TV station videotapes the activity, family, friends and fellow members of Flotilla 54 D7 stand by, solemnly watching as the last remains of Nell Blunt are laid to rest in deep-blue Atlantic waters. The at-sea USCG burial took place from the stern of a Coast Guard Station Lake Worth Inlet UTL, more than three miles off the Florida coastline.

that the coxswain powered down, set the boat to a proper drift, and called out, "You may begin the ceremony, Sir."

At the siblings' request, I called the ceremony detail to stand at-ease while I read a special arrangement of the Mariner's 23rd Psalm.

At a signal, FN Dustin Mizzell, USCG, played Taps on his trumpet. The crew stood at attention as Nell's ashes were consigned to the sea. As the last of the trumpet's plaintive notes were sounded, a floral wreath was released, following the last of Nell Blunt's earthly



Along with the U.S. and CGAUX ensigns, signal-flags aft on an Auxiliary Flotilla 54 vessel display the last three digits of Nell Blunt's member number -- an old tradition.

remains.

The ceremony concluded with the Coast Guard crew at attention as the coxswain sounded eight bells, following an old mariner's custom of signifying a change-of-watch.

In this case, it was Auxiliarist Nell Blunt's final change.

Nell was a Lantana, Fla., resident, having moved there 14 years ago from Schenectady, N.Y. She joined the Auxiliary and crewed on many patrols, thereby developing a love for the sea... and for the U.S. Coast Guard. 🌊



Photo: Norma Lococo, ADSO-MS 11SR

On bridge of the *Cosco Hong Kong*, Tony Dallendorfer, Flotilla 29 D11SR (right), reviews required charts with the container ship's Second Officer and MST2 Jeremias Leos, Inspection Division, USCG Sector Los Angeles/Long Beach (left).

Vessel-Boarding Training for Auxiliary Requires Dedication and Hard Work

By Norma E. Lococo
ADSO-MS 11SR

The Coast Guard has been inspecting tank and passenger vessels for nearly 40 years.

Since the 1970s, however, the number of U.S.-flagged vessels engaged in international trade has steadily declined, totaling only some 400 today. Foreign-flagged vessels now carry more than 90 percent of the international commercial freight arriving in or departing from the U.S.

To level the playing field between U.S. ships, which meet strict domestic regulations, and foreign vessels, which are required to meet less-stringent international standards, the Coast Guard in the 1970s launched an effort to toughen international standards.

While International Maritime Organization standards have improved, not all foreign states have enforced these



Photo: Bob Dennis, BC-AIP

Norma Lococo, ADSO-MS 11SR, and Tony Dallendorfer, Flotilla 29 D11SR (Dana Point, Calif.), hit the books to study for qualification as Auxiliary Boarding Team Assistants (AUX-AEI). The qual is part of the Auxiliary M-Department's Trident Program, which assists the Coast Guard in carrying out its port-state control responsibilities.



Photo: Norma Lococo, ADSO-MS 11SR

Auxiliary Boarding Team Assistant-candidate Tony Dallendorfer, Flotilla 29 D11SR (Dana Point, Calif.), meets Boarding Watchstander at sign-in checkpoint aboard the Panamanian-flagged container ship *Cosco Hong Kong*, docked at the Port of Los Angeles.

standards on their ships. By the late 1980s, the number of blatantly substandard vessels entering U.S. ports posed a threat to the country's commerce and environment.

To stop this trend, the Coast Guard in 1994 began a concerted port-state control effort.

In 2002, the U.S. Congress— as a direct result of the Sept. 11, 2001, terrorist attacks— passed the Maritime Transportation Security Act (MTSA) and the International Ship & Port Facility Security Code.

With some 7,600 foreign-flagged ships making over 60,000 U.S. port calls annually, enactment of these laws required an increased need for port-state activities. Passage of MTSA also emphasized the need for foreign-flagged vessel compliance with domestic security, as well as safety and environmental compliance standards.

The main purpose of the Port-State Control Program is to systematically identify and eliminate substandard shipping (all vessel types) using international protocol.

In June 2003, the Auxiliary established 10 new Performance Qualification Standards (PQS) within the M-Depart-

ment's Trident Program (expanded to 16 in May 2005).

Not as well known by members as the traditional Recreational Boating Safety Program, these Trident PQSs provide the basis for Auxiliarists to increase direct support of Coast Guard marine safety, security and environmental protection missions.

Auxiliary Port-State Control Boarding Team Assistant (AUX-AEI) is one of the new competencies designed to assist the USCG in this regard.

After completing several written tests and a physical examination, AUX-AEI candidates begin on-the-job training (OJT) that involves accompanying Coast Guard boarding teams inspecting foreign-flagged vessels.

(Auxiliarists do not participate in boardings when side arms are carried by USCG personnel, or whenever a vessel's cargo presents elevated health or safety concerns, such as explosive loads.)

After carefully evaluating the Trident PQSs, two members of Flotilla 29 D11SR (Dana Point, Calif.) – Anthony Dallendorfer and myself – determined that we could make the greatest contribution in support of the Coast Guard by pursuing the AUX-AEI qualification.

Tony and I soon discovered that the knowledge required of a boarding team assistant, even at a minimum competency level, can be overwhelming at first. Between studying and boardings, the time involved represents a major commitment for both the Auxiliarists and the Coast Guard members who provide the training.

On study days, Tony and I could be found sorting through a variety of federal regulations, laws, codes, and numerous other reference materials needed for the background training.

Dedication was *definitely* a requirement as we worked through eight pages of PQS tasks. This was followed by a USCG oral board, where we were expected to demonstrate a high level of proficiency, knowledge and skills.

Once our OJT began, we were each assigned to a boarding team and soon began preliminary pre-boarding activities. After gathering the necessary information, our teams appeared at the assigned piers for boarding, and we examined the general condition of the vessel from the dock.

Once up the gangway, our teams were greeted by the vessel's designated security person, who inspected identification cards and provided visitor's passes. In keeping with security standards, the teams were then escorted throughout their time onboard.

All required and related certificates, documents and records were examined for compliance, including security procedures, before various examinations and drills were conducted, such as navigation safety and lifeboat and fire drills.

Most vessels pass with no, or only minor, deficiencies. However, the team to which Tony was assigned was involved in a detention, which proved educational for us all.

Once the boarding was completed, our respective teams returned to the Base to enter all the collected information. Only then was our day's work done.

Tony and I car-pooled to San Pedro, Calif. – a 120-mile round trip – beginning last January, as we worked toward AUX-AEI qualification. For us, these long drives served as debriefing periods for review and for learning from each other's experiences.

We looked forward to successful completion of the program, when we would hold the minimum competencies to assist a qualified Coast Guard port-state control boarding team officer in conducting inspections. 🌀

Hurricane Survivors Able to Face Legal Issues with Auxiliarist's Help

Editor's Note: It has been more than a year since Hurricane Katrina decimated the U.S. Gulf Coast, yet there remain countless as-yet untold stories of Auxiliarists' involvement in the recovery effort. Pennsylvania Auxiliarist/attorney Ron Long provides a first-person account of just a few legal situations that well-demonstrate how the arrival of an Auxiliarist can mean aid-and-comfort for human beings in distress.

By Ronald A. Long
Flotilla 42 D5NR

When the Hurricane Katrina recovery effort was launched, I contacted the Coast Guard and offered my services as an attorney.

I eventually ended up working through the Federal Emergency Management Agency (FEMA), Mississippi Emergency Management Agency, and the Mississippi Bar.

Through these agencies, I was granted a temporary certification to practice law in the State of Mississippi. The reason was that many of the attorneys in the area had their law offices totally destroyed, and all their client-records had been a complete loss.

Overcome with the magnitude of the disaster, the Mississippi Bar could not turn to its own legal community for assistance, so it looked to other jurisdictions for help.

Therefore, I applied for the temporary certification, and it was granted through the Mississippi Bar.

My duties involved, but were not limited to, real estate and insurance issues facing the state's disaster victims.

Following is a brief recounting of a few of the legal issues with which I was involved:

In one case, the issue involved related to a landlord, who reportedly gouged displaced victims with higher than prevailing rents. This matter required research into the Mississippi Landlord Tenant Act and the state's position on what constituted excessive rent.

To determine the prevailing rental for an area required looking into the square-footage and number of bedrooms of the rental units, then benchmarking this



Photo: Elizabeth D. Long

Back home in Pennsylvania, attorney Ronald A. Long, Flotilla 42 D5NR (Delaware County, Pa.), visits the Law Library at Bucks County Courthouse.

against comparable rental units within a defined geographical area.

The research required contacts with local real estate professionals within this defined area to ascertain the prevailing rental rates.

Following this determination, it was necessary to inform the landlord of his duty, under the Landlord Tenant Act, to adjust his rental rate. Once informed of this, he quickly complied.

Another case was as much a diplomatic as a legal issue.

It involved two sisters whose property was leveled by Hurricane Katrina. An insurance company check was issued in the names of both sisters, who signed and deposited it into one account.

However, one of the sisters wanted to relocate out of the hurricane corridor, and she refused to split the insurance proceeds.

This required drafting a letter to the sister with the insurance proceeds and informing her of her duty, under the law, and her responsibility to her sister. The letter required firmness, but it was also worded in such a manner as to defuse this delicate situation.

The tactic worked and the sisters resolved their dispute, maintaining the family fabric.

A third case involved a landlord who evicted a displaced tenant.

Since so many people were transferred out of the area, and many out of the state, landlords were unable to determine whether the tenant planned to return to

the apartment.

The landlords were interested in restoring the property and re-renting the space. This required termination of the old lease, in order to legally re-rent the property.

The tenant was displaced to a FEMA trailer, but was trying to inform the landlord of her intention to return to the rental unit. However, due to the stress-situation and the total loss of all her possessions, she had a nervous breakdown.

My only contact at that time was through the tenant's mother. In the middle of this disaster, the mother was trying to care for her daughter while dealing with her own losses.

We were able to contact the landlord and assure him that the tenant intended to return to the apartment as soon as possible.

These few stories, I believe, reveal a different side of the Katrina disaster. They demonstrate that the human toll was not only in property losses, but also the separation of families and the emotional and physical stress sustained by these victims in an attempt to regain their lives.

I may not have been the cure-all for their losses, but I feel that I tried to do my part in bringing some security and relief to the lives of some of the people of Mississippi.

I believe that this is what Coast Guard Auxiliarists do – sacrifice our time, our assets, and our talents to assist people in disasters. 🌟

Columbus' *Niña* Sails Again

...and a Florida Auxiliarist is There to Meet Her

By Randall Akins
VFC-19 D8CR

Old items are what usually come to the mind of most people when they hear, or see, the word “classic.” And there are not many objects connected with America that are as classic as one of Christopher Columbus’ ships.

So it was, on an April weekend this year, that a replica of the ancient mariner’s *Niña* sailed into St. Andrew Bay and moored at the Panama City (Fla.) Marina. The vessel, built in Brazil, travels around North and South America as a floating museum and is considered a curiosity, wherever she goes.

My brother, Rocky, and I do a Saturday morning show on a Panama City Beach radio station. I was able to get *Niña* manager and first mate Jeff “Doc” Kaiser on our broadcast. He informed me that, as far as he knew, the U.S. Coast Guard Auxiliary had never given the *Niña* a safety examination.

That’s all it took!

I quickly arranged to visit *Niña*. My daughter, Mary Beth, and I went aboard and gave the 15th century replica a Vessel Safety Check (VSC). Not only were all the requirements met, but most of the check-off items were cleverly disguised as objects commonly found on old sailing ships.

The radio antenna, for example, was attached close to one of the masts and was so well hidden that Doc had to point it out to me. The 900-pound lifeboat replica, which is launched from time-to-time during drills to ensure seaworthiness, was built to historic specification. Lifejackets were readily available, as were flares, sound-producing devices, and signal flags – all hidden from the untrained eye.

Some of the “modern” conveniences included a gas stove, electronic naviga-



Photo: Mary Beth Akins

On board *Niña*, Randall Akins, VFC-19 D8CR, goes over Vessel Safety Check requirements with Jeff ‘Doc’ Kaiser (left), ship’s manager, and Mike Frechette, crewman.

tion equipment, a diesel engine, and the ever-popular electric toilet.

Vessel specifications include overall length of just over 93 feet, 17-foot beam, and a deck that stretches 66 feet. *Niña* draws seven-feet, while displacing about 100 tons.

The vessel’s original name was “Santa Clara,” after the patron saint of Morgue (Brazil). The current name came from her master, owner Juan Niño, of Morgue. On Columbus’ first voyage, the original *Niña*’s captain was Vicente Yanez. Under Columbus’ command, *Niña* logged over 25,000 miles.

The modern-day *Niña* that visited Panama City was the first historically-correct replica of a 15th century Caravel, a vessel characterized by broad bow, high narrow poop deck, and lateen sails.

The Columbus Foundation, located in the British Virgin Islands, was the driving force behind getting *Niña* on the drawing board. Afterwards, U.S. engineer and maritime historian John Sarsfield and British maritime historian Jonathan Nance designed and built the vessel.

This replica was constructed in Valença, Brazil, using axes, handsaws, chisels and an adze – a cutting tool with a

thin, arched blade set at a right angle to the handle.

Brazil was chosen as the construction site for *Niña* because designer Sarsfield discovered a group of master shipbuilders in Bahia that still used design and construction techniques dating back to the 15th century. In addition, naturally shaped timbers from the local forest were readily available.

The ship’s sail plans, produced by Jonathan Nance, re-create the sails as they would have appeared during the original vessel’s time.

In late 1991, *Niña* left Brazil and sailed 4,000 miles – unescorted – to Costa Rica, to take part in filming the movie, *1492*.

Since her launching, *Niña* has visited over 250 U.S. ports. She is the only “sailing museum” continually visiting both North and South America. Operating costs are some \$300,000 a year. Her constant movement provides the public with an opportunity to visit one of the greatest little ships in American history.

The last time I saw *Niña*, she was leaving Panama City, headed to the east coast to visit other ports. Let’s hope this replica sails for many years and is not lost in obscurity, as was the fate of the original on a voyage to the Pearl Coast in 1501. 🌊



Resting on bridge of AUXFAC *Noreen Kay*, smiling as if they had just made a successful rescue – which they had – are Michael Folkerts (left), DCO 17, and BM1 Floyd Hone of CGC *Maple*.

A Tale of Distress, Broken Lines and Team Coast Guard

AUXILIARY MISSIONS SOMETIMES ARE FAR FROM HOME-BASE

Story & Photos by Noreen Folkerts
DSO-PB 17

"It doesn't always happen on the nicest of days. Or in your own 'backyard'..."

Auxiliary Facility *Noreen Kay* recently made the 160-mile trip from Juneau to Sitka, Alaska for a weekend to serve as a platform for the Alaska State Trooper Academy, allowing the law-enforcement personnel to practice recreational vessel boardings.

The journey to Sitka was uneventful. *Noreen Kay* departed Douglas Harbor on Thursday evening (June 15); spent the night in Funter Bay; timed the tide in Sergius Narrows, and arrived in Sitka around 1700 on Friday. The line of boats at the fuel dock was about 20 deep, so it was decided to fuel the next day.

Tying up at the USCGC *Maple* dock, alongside USCG Air Station Sitka's 41-foot training boat, our crew was greeted by BM1 Floyd Hone of CGC *Maple* ... mostly to make sure we knew at whose

dock we were tying up. Or so we assumed.

It was confirmed that Station had given Michael R. Folkerts, DCO 17, permission for *Noreen Kay* to raft up. Little did the Auxiliary crew and BM1 know at the time that, next day, they would be working together and becoming friends.

Saturday morning brought blustery weather, but since the mock boardings were not going to take place until Sunday, crew member Noreen Folkerts, DSO-PB 17, anticipated a lazy day aboard, while COMO Folkerts would spend his day at the Trooper Academy. But at 0903, the day's plans changed dramatically....

USCG Juneau Radio aired an Urgent Marine Information Broadcast (UMIB) regarding the 42-foot M/V *Pacific Star* – adrift in Hayward Strait, approximately nine miles out of Sitka, and in danger of

grounding on rocks.

Within 15 minutes, Juneau Command Center (JCC) was on the radio to *Noreen Kay* and on the cell phone to COMO Folkerts. *Noreen* took the radio call, copied the distressed vessel's co-ordinates, and fired up the GPS. As she plotted the location, *Noreen* picked up the cell phone to call COMO Folkerts.

"I'll be there in two minutes," he said, as he jogged down the dock toward the boat.

As they stowed excess gear to get underway, Petty Officer Hone came down the dock and offered his assistance in plotting the *Pacific Star's* location. Being 160 miles away from their normal area of operation, the *Noreen Kay* crew immediately invited the Coastie to join them and share his local knowledge.

Within minutes, *Noreen Kay* was at the fuel dock. Having heard the radio calls, the attendant handed over two





Distressed vessel M/V *Pacific Star* is towed from stormy Sitka Sound to safety in calmer Sitka Harbor by Auxiliary Operational Facility *Noreen Kay*, out of Juneau – 160 miles away.

hoses and simply said, “Catch me when you get back to pay for the fuel.” Within 15 minutes of the original distress-call, the Auxiliary facility was on its way to Hayward Strait.

As the crew left Sitka Harbor, it became readily apparent that the weather was not going to be in their favor, with six-foot seas and winds at 20-25 knots. Realizing that the inside of the islands would make for a smoother ride, the AUXFAC changed course.

As the Auxiliary vessel proceeded to the scene, radio traffic revealed that a 26-foot vessel in the area heard the calls and decided to try to help keep the distressed vessel from grounding. Pulling for all they were worth, they achieved their goal, but in the process, they broke the tow-line, which found its way under

Pacific Star and to her stern.

Now, not only did *Pacific Star* have a mechanical problem, it also had a line wrapped in its free-wheeling prop! The water depth was too much for her anchor to hold, the drift was taking the vessel back to its original location, and their next radio transmission indicated that they were in “heavy seas.”

Even though *Noreen Kay* was comparable in size to *Pacific Star*, if the seas were as bad as when they first left the harbor, there could be a problem hooking up to the much-heavier vessel. Rough seas meant more strain on tow lines and could cause damage to the rescue vessel.

The first thing a coxswain needs to consider is the safety of his own crew and vessel. The decision would be made once on-scene. Meanwhile, the vessel

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Prime Time, which had been monitoring the radio traffic, diverted from Olga Strait to see if it could be of assistance.

As *Noreen Kay* approached the distressed vessel, it looked like “the little train that could.” The Auxiliary crew also saw that the 26-foot M/V *Just for You* had hooked a short tow-line to *Pacific Star* to help keep the distressed vessel from drifting closer to the rocks. Within minutes of arriving on-scene, this tow line, too, parted.

Sizing up the situation and sea conditions, the decision was made for *Noreen Kay* to take the vessel in tow. Like clockwork, Petty Officer Hone assisted Noreen with the lines as COMO Folkerts skillfully maneuvered the OPFAC into position. In no time, the tow was set and the distressed vessel was slowly towed from the five-foot seas of Sitka Sound into calmer water, and safely on to Sitka.

The outcome for *Pacific Star* might not have been as bright had it not been for quick thinking of the Juneau Command Center and its realization that it had an Auxiliary asset in Sitka.

Also, the Good Samaritans aboard *Just for You* and *Prime Time*, who were willing to offer their assistance; the cooperation of the Sitka fuel dock in understanding that getting to the aid of fellow boaters was more important than a few gallons of fuel; and, the teamwork of Auxiliary and active-duty personnel working together.

As it was, teamwork, common sense, and training kept the *Pacific Star* from becoming yet another recreational boating statistic. 🌀

ESD: Dangerous and Under-Rated

By John Hardin
Flotilla 3-10 D11NR

The history of boating safety includes a long series of mishaps that resulted in injury, loss of life or property, or an environmental disaster, followed by safety improvements to prevent future losses.

For example, early gasoline-powered boats were prone to explosions caused by an accumulation of gasoline vapors in the bilge. What followed were improved fuel tanks, fuel lines, filler hoses and deck fittings, ignition-proofing of electrical components, ventilation systems, and improved fueling procedures.

Deaths from carbon monoxide poisoning resulted in improved CO detectors, an extensive public-awareness effort, redesigning of boats and engines, and the outlawing of certain activities exposing persons to a risk of CO poisoning.

So, if you are a boating safety instructor, you might ask, "Boating safety – what's next?"

How about Electric Shock Drowning (ESD)?

What? You've been boating for many years, and you've never heard of ESD? Well, you're not alone. Most boaters – even experienced ones – know nothing about ESD either.

How could such a deadly situation involving electricity and drowning exist, yet receive so little attention? The answer is simple:

Electricity, or "stray current" leaking off a boat or dock, can cause a dangerous, invisible charge in the water. If exposed to charged water, muscles can become paralyzed, robbing one of the ability to swim or even stay afloat, and resulting in death by drowning.

The amount of electricity entering the body can be so minute – about 10 milliamperes (.010 A) – that often there are no *post mortem* indications that stray current was the cause of death. As a result, it is simply reported as a drowning, and



John Hardin demonstrates his ESD training aid that depicts leaking electricity that can cause paralysis. A large red bulb on the figure lights up to indicate the presence of stray electrical current.

the dangerous stray currents remain undetected – and uncorrected.

There are two sources of stray current, the first of which is faulty marina wiring.

Typical faults include a non-functioning grounding system, improper grounding of the neutral-white power conductor, unapproved wiring or connections in or near the water, and lack of annual inspection of all electrical connections.

All of these are violations of the National Fire Protection Association's *NFPA 303 Fire Protection Standard for Marinas and Boatyards*.

The second source of stray current is faulty boat wiring.

As electrical systems become more complicated – with onboard generators, inverters, chargers, and other devices – the chance of mis-wirings increases dramatically. Add to this the fact that many such devices are after-market items sold, for self-installation, directly to the often "electrically-challenged" boater.

The faults commonly found on boats include a non-functioning grounding sys-

tem, improper neutral-ground connections, bundling high-voltage alternating current (AC) wires with low-voltage direct current (DC) wires, electrical devices not intended for marine use, and reversed polarity.

Such practices are violations of the American Boat and Yacht Council's (ABYC) *Standards and Recommended Practices*.

As America's premier boating educators, we Auxiliarists can increase public awareness of the dangers of stray current by incorporating ESD information into our PE classes, Vessel Safety Checks, and boat show booth materials.

Instructors with limited electrical knowledge (such as me, just a few years ago) should brush up on basic electrical theory and proper boat wiring practices.

The payback for such efforts can be dramatic and significant.

For example, not long ago Frank Gardner, Flotilla 35 D11NR, and I built a training aid that demonstrates the causes and results of leaking current.

A boater who saw the aid at a seminar disconnected the power to her vessel after two people near the boat began experiencing paralysis. One recovered in a hospital; the other recovered on his boat, but was unable to walk for several hours.

This single experience made my nearly 25 years of safety training all worthwhile!

We should also ensure that our own boats and marinas are wired to ABYC and NFPA standards, and that no one in our presence ever swims in a marina, or near a boat whose onboard generator is operating.

The life you save could be your own. 🦉

A long-time Auxiliarist, Hardin is a marine liability consultant, accident investigator, expert witness, and State of California boating-safety enforcement instructor. He has held a USCG 100 gt master's license since 1982.



USCG Birthday Observed At Baghdad Embassy

Auxiliarists sometimes show up in unexpected places, such as at the Coast Guard 216th Birthday Celebration at the U.S. Embassy Chancery in Baghdad, Iraq. The celebratory concept was to have representatives of the USCG active-duty, reserve and Auxiliary components gather for the event. And so, Auxiliarist Peter McHugh, IPDCP-6 D5SR (left), Embassy Transportation Counselor/Senior Aviation Advisor, joined other Embassy officials: ETCS Henry Moss, USCGR (Ret.), U.S. Criminal Court of Iraq Liaison; LT Robert Pirone, USCGR, Attorney, U.S. Criminal Court of Iraq Liaison; RM2 James North (ex-USCG), Information Management Officer; and, CW03 George Paidousis, USCGR, Special Assistant/DHS Attaché.

Photo: David Abell, Counsel-General, U.S. Embassy, Baghdad



SECOND PLACE PUBLIC AFFAIRS

Al Bidwick - FSO-PA 86 D7
Officer Snook at Flotilla PA/Safety Booth



JUDGES' AWARD

Barney Zaffron — SO-PB 3 D9WR
OPFAC 242039 operated by Flotilla 26 out of USCG Station Wilmette Harbor, patrols the Chicago waterfront.



SECOND PLACE PUBLIC EDUCATION

Judi Bidwick — VFC-86 D7
Fitting a life jacket during a Kindergarten/Pre-Kindergarten safety class



SECOND PLACE MEMBER TRAINING

Judi Bidwick — VFC-86 D7
Tying off the Bow



SECOND PLACE VESSEL EXAM

Jay Brandinger — VCP-6 D5NR
Awarding Vessel Safety Check decal to restored wooden boat during National Safe Boating Week

National Public Affairs Photo Contest Winners

Here, and on the facing page, are the First- and Second-Place Award winners in each category of the National Public Affairs Department's 2005 Photo Contest. The awards were announced and shown for the first time at NACON 2006, in Dallas. The 260 entries, submitted by 60 participants, were judged by Larry Kellis, BA-AIP, Auxiliary Assistant Branch Chief-Photography; and, CWO4 Craig L. Heilman, USCG, Finance & Supply Officer, and PS1 Tim Thompson, USCGR, Port Security Team, both with Coast Guard Group Astoria, Oregon.



SECOND PLACE OPERATIONS

Al Bidwick — FSO-PA 86 D7
Checking Intra-Coastal Waterway



SECOND PLACE FELLOWSHIP

Jay Brandinger — VCP-6 D5NR
Warren Huff, Division Auxiliarist of the Year, presented by Leon Kehr, DCO



FIRST PLACE PUBLIC EDUCATION

Bill Mason
Flotilla 11-4 D8ER
*Michael Willey, VFC
11-05, presents
Coastie to a
kindergarten class
of 94 students in
Nashville, Tenn.*



FIRST PLACE OPERATIONS

Scott Dittberner — FSO-VE 25 D13
*Auxiliary Facility 'Red Rider' preparing
for an alongside tow.*



FIRST PLACE PUBLIC AFFAIRS AND BEST OF SHOW

Judi Bidwick — VFC-86 D7
National Safe Boating Week news and picture.



FIRST PLACE FELLOWSHIP

Osvaldo Catinchi — SO-OP 1 D7
[Uncaptioned]



FIRST PLACE VESSEL EXAM

Judi Bidwick
VFC-86 D7
*Vessel Examiner
reviews America's
Waterway Watch
with boat owner.*



FIRST PLACE MEMBER TRAINING

Al Bidwick — FSO-PA 86 D7
Man Overboard Drill

Promoting PFD Pride



Photo: Mel Borofsky, DVC-AP

Over a dozen professional child and adult models promoted use of Type III and Type V Personal Flotation Devices at 'Save the Lifejacket Show' during NACON 2006 in Dallas. The idea was to motivate kids by showing how 'cool' it is to wear a PFD. One of the more unique models at the PFD fashion show was LCDR Kelley Boodell (second from left), DIRAUX, Thirteenth Coast Guard District. Also gathered for the show around hotel pool were non-models: RADM Jody A. Breckenridge; Commander, Eleventh Coast Guard District; (third from left): Wayne Spivak, N-PR, producer and emcee of the poolside PFD 'Cat-Walk' (fourth from left); RDML Craig E. Bone, USCG Assistant Commandant for Prevention (second from right); and, Nick G. Tarlson, DC-A (right).

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