

AUXILIARY LAYS WREATH AT NATIONAL CEMETERY



Last November, the U.S. Coast Guard Auxiliary was granted the rare privilege of laying a wreath at the Tomb of the Unknowns in Arlington National Cemetery in Virginia. The honor of actually laying the wreath was bestowed upon Joe Stern, IPDCP-11 D1SR, (second from left), who received permission from Arlington National Cemetery to perform the ceremony. A U.S. Marine Corps veteran and former Korean War POW, Stern commented, "This was one of the greatest honors I ever had." Joining him at the ceremony are Gail Venezia, DDO; Tom Venezia, VCO; and Manuel Padilla, FC 11-11 all D1SR. Photo by Burt Hurvich, D-AA and DSO-PA 1SR.

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UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Navigator



AMERICA'S WATERWAY WATCH IN ACTION!



Navigator

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ON THE COVER

As peak boating season arrives, Auxiliary support to the vitally important America's Waterway Watch counter-terrorism program ratchets up across the country. (Upper left photo) Auxiliarist-manned *Pi-Sar*, one of two Coast Guard vessels shared with Flotilla 26 D9WR, patrols the Chicago lakefront. (Center) Dwarfed by anchored U.S. Navy ship, OPFAC crewmember Arnie Heath, FL-74 D11SR, checks out Point Hueneme, CA, waterfront. (Bottom) Auxiliary vessel patrols in San Francisco Bay as Joyce Bell, PDCP-7, and Bruce Nicolie, DCP-12, both D11NR, discuss strategy.

Photos by Barney Zaffron, Michael Brodey, and Mart Gartner, USCG AUX National Photography Corps. Montage by Chris Barber.



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Auxiliary Artist Accepted



Cape Cod Jayhawk About to Embark on Katrina Rescue.
Watercolor on paper. 14 x 12 inches



In the Galley Aboard the CGC Eagle.
Watercolor on paper. 12 x 10 inches

Demarest Illustrations Included in USCG 2006 Art Collection

BY JOEL A. GLASS BC-APN
Editor, Navigator

The U.S. Coast Guard Art Program (COGAP) has honored well-known New Hampshire author-artist and Auxiliarist Christopher L. Demarest by accepting into its 2006 Collection two of his newest watercolor illustrations.

Demarest's watercolors were among 19 works in various media that were accepted into this year's Coast Guard program during recent ceremonies in New York.

The illustrations by Demarest, a resident of Meriden, NH and a member of FL-26 D1NR (Portsmouth, NH), are: *Cape Cod Jayhawk About to Embark on Katrina Rescue* (above left) and *In the Galley Aboard the CGC Eagle* (right).

The helicopter illustration depicts a HH-60 Jayhawk pilot at Air Station Cape Cod (MA) preparing to take off for New Orleans to participate in the Coast Guard's Hurricane Katrina recovery program.

The second illustration depicts a young

Coast Guard food service specialist preparing lunch for the crew on board the USCGC *Eagle*.

Demarest, 55, has written and illustrated more than 135 children's books. He first became involved with the Coast Guard while preparing his book, "Mayday! Mayday!" (Simon & Schuster, 2004).

The artist recently journeyed to Bahrain to board a USCG vessel that spent the next 10 days on patrol. While the crew kept an eye on oil rigs and refineries, Demarest documented Coast Guard life in the Persian Gulf area.

The USCG Art Program utilizes fine art as an outreach tool for educating diverse audiences about the Coast Guard's history and its varied missions, utilizing public displays of the collection at museums, art galleries, libraries and patriotic events.

Among the high-profile venues at which Coast Guard art has been displayed recently are last year's

Presidential Inauguration, several offices of members of the U.S. Senate and House of Representatives, and Coast Guard Foundation dinners in New York, San Francisco and Anchorage.

Artists in the program are professionals who donate their time and talents to help COGAP tell the long and proud story of the U.S. Coast Guard.

Each year, participating artists are provided with a detailed prospectus of particular missions, geographic regions, or themes to be highlighted in the following year's collection. Base commanders provide access to their facilities for participating artists to research subjects for their works.

Art for the 2006 Collection was presented on June 21 during COGAP's annual reception and presentation at the Alexander Hamilton U.S. Customs House in New York City. Works admitted to the program were formally accepted by RADM Craig E. Bone, USCG Assistant Commandant for Prevention.



Infrequently-Granted Lifesaving Medal Awarded to New York Auxiliarist

Bill Villanova Fought Wild Wind and Raging Riptide to Save a Life

BY JOEL A. GLASS BC-APN
Editor, Navigator

Picture this scene:

It's dusk on a windy, cloudy, rather dreary September day. Despite the inclement weather, you and your family are enjoying an infrequent, but well deserved, vacation at a New England oceanfront resort.

You are relaxing in your room, when suddenly you hear distant cries for help. You look out your window and there - - out in the pounding surf - is a man in apparent distress.

What would you do?

For William J. Villanova, VFC-73 D1SR (Mamaroneck, NY), there was no question at all about what to do. And no hesitation in doing it.

As quickly as it took to tell his wife, Sandra, to have the resort call 911, this Auxiliarist was out the door, running across the wind-swept beach, and diving head-first into the water - completely ignoring the strong and unpredictable riptide.

The 35-year-old Villanova plunged into the cold water without a Personal Flotation Device, after finding the resort had none. Nor did it have any water lifesaving equipment at all, he said. Nevertheless, he quickly swam what he estimates was some 40 feet out to the man in distress, who he found naked, unconscious, and blue-in-the-face. "He was just a mess," Villanova recalled.

Fighting the raging surf and the riptide, which pulled the duo under a number of times, he managed to tow the unidentified man to the beach, quickly administer CPR, and - quite literally - save the life of this person, who had been lacking vital signs.

For this act of unquestioned bravery



RDML David P. Pecoske (left), Commander, First Coast Guard District, congratulates William J. Villanova, VFC-73 D1SR, on winning the coveted Silver Lifesaving Award, as the Auxiliarist's wife, Sandra, looks on. *Photo by Anthony Lorenc, DVC-BS.*

► CONTINUED ON **PAGE 4**



William J. Villanova, VFC-73 DISR (second from right), proudly displays the citation for his coveted Silver Lifesaving Medal, awarded to him by RDML David P. Pekoske, Commander, First Coast Guard District (right). CAPT Mark J. Campbell, Chief of Staff, First Coast Guard District, and Villanova's wife, Sandra, are on the left. Photo by Anthony Lorenc, DVC-BS.

◀ CONTINUED FROM PAGE 3

on Sept. 1, 2002, Villanova earlier this year was awarded the Silver Lifesaving Medal, the second highest such award granted by the U.S. Coast Guard. He was said to be one of only about a dozen Coast Guard Auxiliarists ever to be awarded either the Silver or Gold Lifesaving Medal, according to available records.

The Silver Lifesaving Medal, established on June 20, 1874, is now awarded by the Department of Homeland Security to civilians and members of the military who risk their lives to rescue, or endeavor to rescue, any other person from drowning, shipwreck, or other "perils of the sea" within the U.S., or on any U.S. vessel. Qualifying conditions of the rescue for the Silver medal are similar to those for the Gold Lifesaving Medal, but without the degree of heroism and extreme risk mandated by the higher award.

CDR Elizabeth Young, Director of Auxiliary for the First Coast Guard District-Southern Region, had high praise for Villanova, noting that, "[his] selfless action in risking his own life to save another reflects the highest ideals of

the U.S. Coast Guard, and I am proud to have him serve in the U.S. Coast Guard Auxiliary."

At the time, Villanova says, he had "no thought of personal danger," though he concedes that once it was all over and his wife described to him what she had witnessed, he did indeed realize how much danger he had actually faced.

Commander Young added, "He is just one of over 30,000 volunteers who also show unselfishness in providing services to the public and the Coast Guard in so many varied and different ways. Everyone in my Auxiliary District, as well as the Coast Guard itself, can be proud that Mr. Villanova is a member of Team Coast Guard."

RDML David P. Pekoske, Commander, First Coast Guard District personally presented Villanova with his Medal and accompanying Citation at a banquet during the District 1SR Awards Conference in Groton, CT, on March 25. "The entire First District team is very proud of Mr. Villanova's heroic actions," noted Rear Admiral Pekoske. "His lifesaving spirit and personal humility inspire all of us."

At the ceremony, attended by some 300 Coast Guard personnel – "including a

lot of brass!" – he received a five-minute standing ovation, Villanova recalls.

"I was totally overcome," he said. "It was awesome to see this response. I hadn't been expecting anything. When they called me up [to the podium], it was a B-I-G surprise! I was overcome by emotion. The whole event was a big blur to me."

Perhaps most-impressive for him is not his personal exploit, but the history of the Lifesaving Medal itself. Having been awarded that honor, Villanova decided to conduct some research. What he uncovered "really impressed me," he said. "Among the past winners were none other than General George S. Patton and Admiral Chester Nimitz."

Not bad company to keep!

A six-year Auxiliary veteran active in on-the-water operations and a member of the Auxiliary cadre that instructs officer candidates at the U.S. Coast Guard Academy. Villanova is no slouch when it comes to community service. In addition to his Auxiliary activities, Villanova has served since 1989 as a volunteer firefighter in Port Chester, NY, and is currently serving as an elected councilman in Rye Town, NY. 🐾

Pigs Can't Fly, but Dogs Can — When They Travel with AuxAir

When the Coast Guard needs to get one of its Canine Detection Teams (CDT) to a remote location, or get them to a job quickly, the Auxiliary Air Division sometimes gets the call.

One of those calls came to Coast Guard Auxiliary Aircraft Commander Robert A. Tucknott, Flotilla 31 D11NR, last August when he was asked to take two detection teams aboard his single-engine Cessna 182 aircraft. The purpose of the trip was to take the dogs for a familiarization flight to get them used to boarding, flying, and debarking in and from a small airplane.

Oftentimes, the Coast Guard is called out to remote locations where the dogs are needed to detect substances they have been trained to recognize.

The Auxiliary's D11NR Air Division has a fleet of 15 aircraft available as operational facilities. They can be ready on an hour's notice to transport CDTs to areas throughout Northern California where they are needed.

Tucknott reported the dogs took right to the airplane, readily jumping in and settling down for two or three touch-and-go evolutions. "They were really well trained and seemed to enjoy themselves on the flight," he said.

The dogs also got a short flight around the pattern to familiarize them with flying in light aircraft, making sure they have that ability to settle down and enjoy the flight to their destination.

Tucknott, who has been a private pilot



The Auxiliary's District 11NR Air Division has shown that flying in a small aircraft is no problem for the Coast Guard's energetic detection dogs. Photo by Robert A. Tucknott

for 32 years, flies out of the Hayward (CA) Airport in his Cessna Skylane 182, which has a 310 hp engine and will cruise at 175 mph. He flies for the Auxiliary as well as for the Alameda County Sheriff's Air Squadron, providing similar services in safety patrols and law enforcement.

Tucknott also started the air wing of Angel Flight Northern California some 10 years ago. He is a frequent flyer with

this organization, which provides free medical flights to needy people throughout Northern California and the United States. All of these flights are provided at no charge to the patient or any health-care provider. The pilots pay all costs.

The dogs and their handlers, currently assigned to Maritime Safety & Security Team San Francisco, were trained at the Customs and Border Patrol Canine Division on the East Coast. 🐾

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Who Owns the Auxiliary?



COMMODORE
GENE M.
SEIBERT
NATIONAL
COMMODORE



Some may say, the United States Congress, for the American people. Others may say, the Coast Guard, as our parent service. Still others may feel the Auxiliary is owned by its leadership. Whereas each is most certainly a part owner of the Auxiliary, they are merely minority owners. So what majority owns the Auxiliary? The answer is rather simple: The membership is the majority owner of the Coast Guard Auxiliary.

Since the Auxiliary cannot do anything without its members, they hold the power. And by that definition, they own the Auxiliary, which is why none of us can lose sight of the important fact that we must always put our people – our fellow members – first.

The leaders and managers of this member-driven organization need to always remember that we serve our people. Each of us who holds an office or a staff appointment has a limited time in our leadership and managerial role. Some of us are in our positions for a mere two years. Therefore, it is imperative that each of us leaves our organization better off than when we assumed those roles.

Our people have every right to expect their leadership will do just that. The leadership at each level is accountable to our people. The leadership, in turn, must provide the direction, training and tools needed not only for our people to perform existing and evolving missions, but also to make the Auxiliary an inviting, hospitable environment that welcomes

all and fulfills their expectations.

In the end, we rely on our people for the implementation and performance of our missions.

We need to encourage each other and appreciate each other for what anyone can do in the amount of time they have to contribute, no matter how much or how little that might be.

As we continue to move forward in 2006, we need to sustain our momentum. We can do that only with everyone's help.

I feel that together we can accomplish much if we just put our people first.

And there is much to accomplish.

We saw in 2005, a year of many changes, and we faced some challenges. Now, as we look forward into this year, I feel it is safe to say that in 2006 we will see even more changes and we will face new challenges.

We have updated our Strategic Plan for 2006-2007 to address the needs of our members, the recreational boaters, and the Coast Guard. In fact, let me share with you the four major 2006 initiatives that we will be focusing on. They are not new – you have heard me state them before – but they will require our full focus and attention if we are to be successful. They are:

- Balancing and Blending Missions and Resources
- Revitalize and re-emphasize the importance of Recreational Boating Safety
- Recruitment and Retention
- Collaborative Strategic Planning, which includes business planning – both strategic and tactical – and contingency planning at all levels.

Each is important in its own right, but all are interconnected and need to be integrated into a system solution of sorts. Each feeds off the other parts.

Last year, as you know, our mission

was to transform the Coast Guard Auxiliary from an organization solely concerned with maritime safety into one that gives added attention to maritime security. I believe that we are well on our way to achieving this transformation.

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

However, I caution you and ask you to recognize that total equilibrium between these two missions is merely a hypothetical state, for each of our units faces unique local challenges, each has a different makeup, each prefers to do what interests them.

That being said, this balanced blend of Recreational Boating Safety and Maritime Homeland Security remains the ultimate strategic objective for the Coast Guard Auxiliary.

Why is this so important? I believe that since the enacting of the 1996 Auxiliary Authorization Act, we have experienced a cultural transformation that has only been accelerated by the events of 9-11 and the recent hurricanes.

Those intense events created a tremendous operational focus by the Coast Guard and by the Coast Guard Auxiliary. These events necessitated additional mission creep, with the end-result being an even greater imbalance between our Operational and Recreational Boating Safety missions.

The fact remains – and something I ask you not to lose sight of – is that operations and direct Coast Guard support are very important and make the Coast Guard Auxiliary unique among boating organizations. There is no question about that.

Because of this, there are some who say that Recreational Boating Safety does not make us unique; that there are too many entities competing with us for public education and vessel safety checks. The Power Squadron, the states, private industry, the

Internet. Why should we compete? Why should we really care about Recreational Boating Safety?

The quick answer is that public education generates funds to support Auxiliary programs and historically has been our source of membership. Although important, that's not really the answer.

Our Recreational Boating Safety missions are critical to the Auxiliary because they save lives and sustain our presence in the boating community.

I firmly believe that if the Coast Guard Auxiliary is promoted primarily for its operational involvement with the Coast Guard, we will limit our membership.

Whereas, if we are viewed by the public, and by potential and existing members, as an organization that promotes both safety and security and consciously works to balance those missions, then we will attract and retain a broader diversity of skilled members.

Let me reiterate so there is no confusion: I am not saying that these increases in operational activities are necessarily bad. In fact, we should be proud of our ability to respond and to meet the challenges placed in front of us. However, what can not be overlooked is that this success comes at a price – an over-utilization of our resources, our capability and our capacity. In other words, we risk the potential for burnout and the neglect of many of our other important missions, specifically Recreational Boating Safety.

As we continue to move forward in 2006, we need to sustain our momentum. And we can only do that with everyone's help. I ask that you work with me in staying the course and focusing your attention on those four major areas.

And lastly, if we are to be successful and if we are to meet the expectations of our membership, the recreational boaters, and the Coast Guard, we need to engage each and every member's help to accomplish our missions.

Semper Paratus.

TROUBLED WATERS: MEMORABLE BOATING MISHAPS, MISTAKES AND BLUNDERS.

The most dramatic incidents of maritime mishaps ever to appear on the pages of *Soundings* will be recounted and accompanied by extraordinary photos. *Soundings* picked this presentation to show at NACON as it would serve as a fun, mind-relaxing presentation. It will supply everyone with a clear understanding of how and why *Soundings* is published and how it can help the Auxiliary. Most importantly, it reinforces why the USCGAUX was formed and why it is so desperately needed in today's boating environment! Most of the accidents in the presentation could have been avoided!

PRESENTER: Mr. William (Bill) Sisson, Editor, *Soundings* magazine

RECRUITING DOESN'T JUST HAPPEN!

Are you excited about your flotilla? By attending the Recruiting Seminar, in just minutes you will be able to identify at least three ways to share your enthusiasm with a potential member. Have you ever been fishing? What happens when the fish stop biting? Sometimes, you have to move. Sometimes, you have to change bait. How's your recruiting program going? Make a plan for recruiting and plan to attend the Recruiting Seminar at NACON. It may just turn your flotilla around!

PRESENTER: The National Personnel Department Staff

PUBLIC AFFAIRS OUTREACH PROGRAMS.

Outreach programs provide your public affairs programs with a re-energizing facelift. The Public Affairs workshop will focus primarily on our outreach programs. We will be discussing the Speaker's Bureau, how it works, how to identify local speaking opportunities. Also discussed will be our various Youth Outreach Programs, including the resources available (such as Coastie, PFD Panda, etc.). Lastly, we will also discuss our Flag and Ceremonies (Color Guard) program, and how to identify opportunities to use this program in your local area. Come and find out how to add spark to your efforts to tell the Auxiliary story.

PRESENTER: The National Public Affairs Department Staff

FREE PUBLICITY. A TV reporter shares the secrets of getting coverage

on the news, how to write a 'killer' press release, who to call and when, and how to come up with ideas guaranteed to get coverage. Come and hear about lessons learned on how to get your message to the news folks and why normal news releases don't work well.

PRESENTER: Mr. Jeff Crilley, author and newscaster for Dallas FOX TV.

JUST BE FAIR. In order for organizations to stay competitive, deal with change, and become the organization of choice, both people and organizations must be culturally competent. One of the ways cultural competence can be developed is by using the FAIR Approach. This program introduces the FAIR Approach as a practical way to help our members support the organization's commitment to fairness. It will also improve their ability to relate to the people important to the organization's success. JUST BE FAIR is designed to help people recognize and respond to those similarities and differences and understand what diversity really is.

PRESENTER: The National Diversity Advisor

COMMERCIAL FISHING VESSEL EXAMINATION WORKSHOP.

Are you interested in improving fishing vessel safety? Members who are currently involved, or those who would like to learn about improving the safety of commercial fishing vessels, should attend this workshop. With the rapidly changing needs and demands on the Coast Guard, the Auxiliary is working to provide a cadre of Dock Walkers and Examiners to improve fishing vessel safety. You will also learn about Tow Vessel and Uninspected Passenger Vessel inspections. Come and learn about the policies and procedures for this Coast Guard support program.

PRESENTER: The National Marine Safety Department Staff and Coast Guard personnel

THE NEW MEMBER - THE FIRST SIX MONTHS.

Have you ever experienced this scenario? You work really hard to bring a new member into your flotilla. The new member comes to the first meeting and is very enthusiastic. You introduce them around and perhaps sign them up for a training class. They attend the next couple of meetings, but appear less enthusiastic. Soon, they stop coming to meetings, but no one notices.

At one point, someone says, "Hey, I

haven't seen Jim (or Sally) for a while. Where are they?" The truth is - you've lost them! This program will help you to understand the first six months of membership and will present a unique way to 'orient' a new member so that they will integrate into your flotilla. By understanding the dynamics of joining a group, we will help you design your flotilla's on-boarding process so you can keep those new members that you worked so hard to recruit, engaged and active!

PRESENTER: The National Training Department Staff

AUXILIARY INSTRUCTORS OF TOMORROW.

Modeled after the U.S. Coast Guard instructor course at CGTRACEN Petaluma, the new Auxiliary Instructor Development Course will focus on the nuts-and-bolts of effective teaching. See how this practical approach to instructor training works and also get a look at the public education tools of the future, such as the new Boating Skills & Seamanship edition, the Sailing Skills & Seamanship text that will follow shortly after BS&S, and how our partnerships with International Marine/McGraw-Hill, American Canoe Association, and boat manufacturers will improve the way your flotilla does public education in the future.

PRESENTER: National Education Department staff

CONTINGENCY PLANNING FOR AUXILIARY UNITS.

As Auxiliarists, we stand ready to assist the Coast Guard in responding to any measure of need. But there is a lot of planning that must occur before our members can be successfully integrated into a Coast Guard response. Join us while we explore what Contingency Planning entails and identify some of the pitfalls that cause us to fall short of Coast Guard expectations for mission execution and readiness. The Auxiliary is the ideal force multiplier for the Coast Guard, but we must do our homework to get ready!

PRESENTER: Operations and Marine Safety Team from national staff

So what are you waiting for? Go to our National Website - www.cgaux.org - and click on the NACON link. You can register for the conference and make your hotel reservations online. You will also find useful links for information about Dallas. Come find out why Texans are so proud of their state.

See y'all there!!! 🌟



Have Language Skills, Will Travel

BY MAXINE CAVANAUGH BC-APP
National Press Corps

"I got a message to call the Director's office," said Auxiliarist Charlayne Holliday. They needed someone to interpret for a Japanese fishing vessel that was heading to Midway Island with a crew member who had suffered a possible stroke.

"Could I go?"
Less than 12 hours later, Holliday, IPFC 1-23 D14,* was on a Coast Guard C-130 with the usual flight crew and some medical personnel from Coast Guard Air Station Barbers Point (CA), to meet the *Hinode Maru No. 18*, coming toward Midway from nearly 725 miles to the northeast.

The 1,100 mile trip took just over four hours. U.S. Fish and Wildlife Service personnel on Midway met them at the airport and took the medical crew and Holliday to the dock, where the *Hinode Maru* would be tying up. The ship's captain, unfamiliar with the entrance to Midway's harbor, requested help navigating through the channel. Fish and Wildlife personnel knew the harbor, but didn't speak Japanese.

"Sea conditions were a little heavy, but

we knew we were in no danger, so we took Fish and Wildlife's 18' catamaran out to the entrance of the harbor, where I was able to talk the captain through the markers and get his ship docked safely at the pier," continued Holliday. "The channel leading to the pier is difficult to navigate, and even the slightest variation outside the marked area could cause a vessel to run aground."

The ship's 48-year-old cook had suffered a possible stroke. The captain had contacted the Japanese Coast Guard, who then contacted the ship's agent in Honolulu. The agent then contacted the USCG Command Center in Honolulu. After consultation with a Coast Guard flight surgeon, a medical evacuation (MedEvac) flight was approved to bring the patient in for medical care. Working out the coordinates, the C-130 would rendezvous with the *Hinode Maru* at Midway, the closest land in the middle of the Pacific Ocean.

Once the ship docked, the patient was brought ashore on a stretcher. Holliday spoke with him there, getting information to help the medical crew and Fish and Wildlife's Physician's Assistant stabi-

lize him for the flight to Honolulu. Another four hours in the air and the C-130 arrived back on Oahu, where the Japanese ship's agent and a U.S. Immigration and Customs Enforcement officer met the plane at the air station. The patient was moved to a waiting ambulance and transported to a local hospital.

Photos by HSI Marc Kagawan, USCG

Ten days later, another Japanese fishing vessel requested medical assistance, and Holliday was again called upon to act as interpreter. During her college years, Holliday spent a semester in Japan in a study-abroad program. Later, she returned to the Asian nation, where she worked for several years before returning to Hawaii, where her family was living. After joining the Auxiliary in 1999, Holliday became interested in, and then joined, the Coast Guard Reserve, which recently granted her a commission as Ensign.

For her work as an interpreter, she has been awarded the Auxiliary Commendation Letter. 🌟

* Holliday is now a member of FL 1-10 D14

California Auxiliarists Show Their True Colors

Baseball and Color Guard Create a Perfect Palette

STORY & PHOTOS BY ANTHONY TURNER
PFC 17-6 and QE-17 D5SR

America's first Urban Youth Baseball Academy was christened earlier this year in Compton, CA, by D11SR Auxiliarists, a Member of Congress, the chief executive of Major League Baseball (MLB) and several team-owners. They were joined by Baseball Hall of Famers Joe Morgan and Dave Winfield, and 25 other former MLB players. The \$10-million Baseball Academy facility was designed to attract inner-city children to America's national pastime. Dedication ceremonies were kicked off by the highly regarded Coast Guard Auxiliary Flotilla 12-4 Color Guard, accompanied by the Compton High School Marching Band. The Color Guard is no stranger to high-profile events, having presented the colors at several Los Angeles Clippers games. Those activities led to the unit being recommended by the Clippers for the Baseball Academy dedication when MLB began planning the Compton event. The Color Guard had also been seen by Auxiliarists earlier this year when its members presented the colors at both the District 11 Conference and the Division 12 Change of Watch. 🇺🇸



One of the honored guests at the ceremony was MLB Commissioner Bud Selig (center). Discussing baseball strategy with him are Al Verdi (left), FC 12-4, and Jackson Whitaker, SO-PS 12, both D11SR.



Color Guard of Flotilla 12-4 D11SR (Los Angeles) launches the colorful dedication ceremonies at Urban Baseball Academy.



U.S.-Canada RBS Program Mandates New Initiatives

Cross-border cooperation between the U.S. Coast Guard Auxiliary and Canadian Power and Sail Squadrons (CPS) has taken a major step forward within the recreational boating safety (RBS) arena.

In signing a Joint Statement of Intent to Foster Bilateral Cooperation, the two organizations agreed to further cultivate on-the-water safety among the citizens of both nations, while recognizing the mutual advantages to be obtained from bilateral cooperation.

Joint cooperation is not an entirely new concept between the two U.S. and Canadian maritime organizations. A while back, the Auxiliary adopted CPS' Global Positioning Course and used it for instructional purposes for many years.

The new document was signed in Winnipeg, Manitoba, by NAVCO Steven M. Budar and Serge St. Martin, Chief Commander of the CPS.

A follow-up meeting was held earlier this year during the U.S. Power Squadron annual general meeting in Orlando, where NACO Gene Seibert, PNACO Everett Tucker, and Peter Urgola, DC-V, caucused with St. Martin and his bridge.

One of the more exciting potential outcomes of the new pact could be the introduction by the Canadian organization of that country's first RBS Program Visitor

activity. The CPS chief indicated there was "a distinct possibility" that the effort would be patterned after the Auxiliary's successful RBSPV program.

Also apparently in the cards for Canada is a CGAUX-style Vessel Safety Check (VSC) program to augment the old Courtesy Marine Examination activity still used in Canada. The new VSC activity is likely to debut in Ontario. However, the ultimate goal is to launch a joint U.S.-Canadian VSC program that would incorporate the separate national requirements of each nation.

Both the Auxiliary and the CPS agreed

to publish an article about one another in their respective national publications, and links to each other's organizations will be inaugurated on both group's web sites.

Among additional goals envisioned by the two countries are:

- Fostering of joint CGAUX/CPS membership by inviting members of each to apply for entry to the other's organization.
- Encouragement of information exchange, technologies and other materials to benefit both organizations via cooperative visits or joint meetings at all levels of each group.
- Continuing to provide attendance by senior officials at each other's national conferences to discuss topics of mutual interest and to develop joint programs, as appropriate.
- Being alert to opportunities to partner in the development of educational materials for both organizations.
- Consultation on a variety of legislative and regulatory initiatives and mandates, such as boating safety education, certification examination processes, and mandatory PFD-use regulations. 🇺🇸

May Walker Stakely

FORMER EDITOR
OF *NAVIGATOR* MAGAZINE

BY HENRY STAKELY
PFC 17-6 and QE-DIV 17 D5SR

May Walker Stakely, a former editor of *Navigator*, passed away on Dec. 28, 2005. May and her husband, Alpheus H. Stakely, had recently retired from the Auxiliary after more than 30 years of service.

The Stakelys – both of whom were Atlanta Law School graduates – began their Auxiliary career in April 1975, when they joined Flotilla 26, District 7, on Lake Lanier in Buford, GA. They rapidly became AUXOP members and contributed countless hours of service in various Auxiliary missions and in many elected and appointed positions at all organizational levels.

When the couple affiliated with Flotilla 26, the unit had several members who held district and national office, including Mary Ruth Bird, then-editor of *Navigator*. May began assisting Ms Bird with the administrative tasks associated with editing and publishing a national quarterly magazine. The work that May did received no official recognition, as there was no designated “assistant editor” position. In typical Auxiliary volunteer fashion, she just did the work because it needed doing – and she did it well.

In June 1981, Mary Ruth Bird died suddenly, leaving no one at the *Navigator* helm. Mary Ruth had been editor for nine years, and only May Stakely knew the magazine’s editorial and publishing process. The responsible Auxiliary national division chief offered May the editor’s job and she accepted.

For the next 18 months, the “editorial office” of *Navigator* was situated in her daughter’s former bedroom in May’s home in College Park, GA. She edited six issues of *Navigator*, beginning with the fall 1981 issue and finishing with winter 1982. She considered her tour of duty as editor to be among the most rewarding experiences of her Auxiliary service.

May also used her talents in other ways. At various times, she served as FSO-SR at the flotilla, division and district levels. Together with Alpheus, she conducted hundreds of vessel examinations.

May was especially admired for her talent as an instructor. She taught the Water ‘n’ Kids course to hundreds of schoolchildren at the invitation of the Atlanta school system. She also taught other public education courses and trained many Auxiliarists in both on- and off-shore boating skills.

Alpheus, too, served in many ways during his 30 years as an Auxiliarist. He points out that when May became *Navigator* editor, he became the unofficial assistant editor. At various times, he held official office as FSO-, SO-, and DSO-CM.

A highlight of his service came in May 1980 during Operation Key Ring – the Coast Guard’s response to the Mariel Boat Lift, during which hundreds of Cuban refugees took to the sea, heading for U.S. shores.

Working with his flotilla’s Bolling Douglas, who had just been elected 7th District Commodore, Alpheus supervised both establishment of the Key Ring Base Radio Station on Big Pine Key, FL, and operation of the Auxiliary radio network that linked all CGAUX vessels patrolling the Florida Keys. For 18 days, Operation Key Ring’s Auxiliary component provided search and rescue support plus “extra eyes” for Coast Guard interdiction efforts, allowing Gold Side assets to patrol further out at sea.

May and Alpheus continued their Auxiliary careers after moving to Mt. Pleasant, NC in 1985, when they transferred to a Lake Norman, NC flotilla. Five years later, they helped charter a new flotilla, for which they trained most of the officers and members.

May served as FSO-IS for the following five years, keeping meticulous records of each member’s participation. Alpheus served in the communications,



The late May Walker Stakely and her husband, Alpheus H. Stakely.

member training, vessel examination and public education sectors at flotilla, division, district and national levels. He also assisted with editing an updated Student Study Guide and Instructor Guide for the AUXOP Communications Specialty Course.

Alpheus and May continued with their vessel examinations until failing health caused them to give up this activity.

While May has crossed the bar and Alpheus has retired, their son, daughter-in-law and grandson all continue the family tradition of Coast Guard Auxiliary service. 🌹



At services in Navarre, FL, Richard M. Clinchy, DC-E, reads letter honoring World War II ‘double ace,’ COMO Michael J. Quirk. Backing up Clinchy, a FL-17 member himself, are: (left) Paul Fernandez, IPFC-17 D8CR, and Lawton ‘Chips’ Fosgate, a past FSO-PS at FL-17 D8CR.

Photo by Carlene Mount

Michael J. Quirk

EX-DCO AND WWII ‘ACE’ DIES IN FLORIDA

BY AMANDA G. ARMSTRONG
FSO-PA/PB-17 D8CR

Former 8th District Commodore Michael J. Quirk of Navarre, FL, passed away in January, and will be missed by all who knew him.

COMO Quirk joined the Auxiliary in 1978, with his wife, Kit, in tow, and was a lifetime member of Flotilla 17 in Pensacola, FL. Their home was always a center of fellowship, training, and good times – especially since it was located on the water.

Mike and his wife dedicated many hours aboard their facilities, *Mikit* and *Kit*. Among Mike’s many sea stories was the time he was crewing for Coxswain Gene Gunn and they were trying to pass a heavy line to a boat in distress when Gene slipped and fell through the bow rails and into the water. Mike had to pick up the shocked and wet skipper, and they still had to tow the boat seven hours into port.

Mike also faithfully taught many

Boating Skills and Seamanship classes at the Gulf Breeze (FL) High School Library.

Less than a year after he joined the Auxiliary, Mike ran for and won election as Flotilla Commander. He also ran directly for, and won, election as Division Captain and, later, District Commodore. He never served in any “vice” capacity.

In 1988, while he was serving as DCO, the district won all of the national awards. He, himself, received numerous Auxiliary awards for his almost 20 years of service, including the Auxiliary Achievement Medal and the Commodore Cook Award.

Before joining the Auxiliary, Mike was a decorated war hero who served for 30 years in the U.S. Army Air Corps and U.S. Air Force. He was a “double ace” in World War II, having shot down 12 enemy fighters and destroying five more on the ground. On his 100th mission, he was shot down, captured, and forced to finish the war as a POW. He was awarded, among other decorations, the Silver

Star, Distinguished Service Medal, and France’s Croix de Guerre.

Many current and retired Auxiliarists from several local flotillas gathered for his funeral service in Navarre to form an Honor Guard outside the church. Flotilla 17 also held a memorial service in February at COMO Quirk’s home.

Richard A. Clinchy, DC-E and a FL-17 member, read a letter honoring Mike Quirk from ADM James M. Loy (Ret.), former USCG Commandant and now Deputy Under Secretary for Transportation Security.

The flotilla presented and planted a Yuletide azalea in Mike’s memory and a lone Auxiliary bugler, John Mount, played taps. In addition, two bricks will be added and inscribed in his memory at the Santa Rosa County World War II Memorial. 🌹

The author thanks Kit Quirk, PFC-17 D8CR and Nancy Kenaston, SO-PB 1 D8CR, for their help with this article.



COMO George Keefer, DCO-9CR

BELOVED MENTOR TO USCG CUTTER CREWS

BY LYNN VALENTI BC-AXL

COMO George Keefer, DCO-9CR, died in office late last fall of a sudden and vigorous recurrence of cancer.

A retired teacher, COMO Keefer was a long-time USCG-qualified helmsman and underway OOD. He worked alongside the crew of the USCGC *Bristol Bay*, “and was highly and fondly regarded by the crew of that cutter,” according to CAPT Scott Smith, the vessel’s commanding officer.

“He was dedicated to the Cutter and crew, a true *Bristol Bay* sailor,” added

Captain Smith. “He was a great shipmate. Auxiliarist Keefer also brought the wonders of the Auxiliary to junior members of the Cutter crew – always an investment in the future of the Auxiliary and Coast Guard. Few cuttermen have the opportunity to work closely with the Auxiliary, so this is a perfect example of the Auxiliary/cutter relationship, a relationship I hope to expand.”

The fondness felt for George runs so deep that the *Bristol Bay* crew recently re-named its traditional Sailor of the

Quarter award as the George Keefer Memorial Award, “in honor of their fallen Auxiliary shipmate – a moving and most thoughtful thing to do,” noted CAPT Barry. P. Smith, Chief Director of Auxiliary.

“That [re-designation] gesture is much appreciated by our entire Auxiliary and those that support it. I dip my flag to George Keefer for all he did for our Coast Guard and to the CO and crew of *Bristol Bay* for so honoring an Auxiliarist.”

Ralph Kaufman

AN ACTIVE AUXILIARIST FOR 60 YEARS

Ralph Kaufman – whose distinguished career in the Coast Guard Auxiliary spanned 60 years – passed away in March at the age of 92, it was announced by CDR Scott Rogerson, USCG Directory of Auxiliary for District 5NR.

Kaufman, who passed away in Reading, PA, began his long association with the Coast Guard in 1938 as a Yeoman in the USCG Reserve. On May 20, 1946, he was sworn in as a member of the Coast Guard Auxiliary.

Commander Rogerson said, “He served faithfully and with great diligence throughout his 60 years of Auxiliary

service, most notably as an elected officer within his flotilla, as a vessel examiner, and as an appointed officer within Division 11.”

Until very recently, Kaufman had been serving as SO-PB 11 D5NR and FSO-VE for Flotilla 11-3.

Commander Rogerson noted that, “among the many highlights of [Kaufman’s] decades of service” had been taking First Place for Best of Show in Public Safety at the annual Tri-County Fire Muster and Public Safety Expo in New Berlinville, PA, in September 2001.

Auxiliary Wins Prestigious NWSC and AFRAS Awards

Two leading maritime organizations – the National Water Safety Congress (NWSC) and the Association for Rescue at Sea (AFRAS) – have selected the Coast Guard Auxiliary and its leadership for top awards.

NWSC tapped the Auxiliary for its highest honor – the National Award – in recognition of the CGAUX’s leading role in promoting boating and water safety. NWSC presents this award only once a year, to an individual, organization, firm or agency that has made a “significant” nationwide contribution to water safety issues or programs.

Jeffrey Hoedt, Chief, U.S. Coast Guard Office of Boating Safety, congratulated the Auxiliary. “It is quite an accomplishment for the CGAUX to receive this prestigious recognition, and I am glad to see it happen,” he said. “Without a doubt, the Auxiliary does incredible work in making America’s boating public safer.”

NACO Gene Seibert observed, “The Coast Guard Auxiliary appreciates the recognition of our past and continuing efforts to keep both the recreational and commercial boater safe on the water.” COMO Warren McAdams, NADCO-RBS, added, “We provide support to the USCG, and recreational boating safety is one of our primary missions. Our members will take great pride in the recognition and honor bestowed on them by the NWSC.”

Meanwhile, AFRAS designated NACO and the entire Auxiliary as the recipient of its coveted Silver Medal “for the heroic efforts of CGAUX personnel” during Hurricanes Katrina and Rita. AFRAS also awarded its Gold Medal to the Coast Guard and the Commandant, ADM Thomas H. Collins, to honor the service’s heroic hurricane efforts.

AFRAS usually awards its Gold Medal to a USCG enlisted person for an act of extraordinary bravery during a rescue at sea. The identical criteria are used for the Silver Medal, which is earmarked for Auxiliarists. There is no difference between the two medals, whose “color” is based solely on USCG and CGAUX uniform trim.

Even though the Silver Medal is generally awarded to an individual, AFRAS this year cited the entire Auxiliary because of the “extreme competency and outstanding heroics of such a large portion” of the organization before, during and after the two 2005 hurricanes. A number of Auxiliarists performed heroically despite the fact that their own homes and families had been devastated by the disasters.

In addition to the medals, AFRAS – a non-profit organization – presented a \$5,000 check to Operation Life Ring, which provides support to active-duty and Auxiliary personnel who experience personal loss.

WASHINGTON WATCH

With the famed Washington Monument rising majestically in the background and USCGC *Chock* (out of Portsmouth, VA) at anchor in Washington (DC) Channel, a perimeter security check is executed by SN Charles Law of the *Chock*, at the helm, and Auxiliarist John C. Krogmann, FL-81 D5SR, Roanoke, VA, on watch.

Photo by Joseph P. Cirone, USCGAUX National Photo Corps





OPFAC 641182 and Coast Guard Station Channel Islands' 47' MLB maneuver during tow demonstration reviewed by Rear Admiral Eldridge.

Long-Time Auxiliarist Takes A Journey through Time

USCG Rear Admiral and CGAUX Division Captain Cross Paths at Sea

STORY BY A. W. SPEHAR
PDVC-AC
PHOTOS BY MIKE BRODEY
VFC 11-4 D11SR

As Rear Admiral Kevin J. Eldridge, Commander, 11th Coast Guard District,* made his way into the owner's stateroom on the 65' motor yacht *Pacific Mariner*, he glimpsed a slightly faded photograph propped up on the bureau. A closer look revealed a handwritten date of 1951 and a barely-out-of-his-teens Coast Guard Petty Officer 2nd Class smiling back at the flag officer.

For Auxiliarist Allan Smidt, the young man in the photo, it had been a long and fascinating journey to this dock at Coast Guard Station Channel Islands in Southern California, and the Jan. 20, 2006 welcome aboard for RADM Eldridge.

Getting down to the business of supporting his family as a civilian following

his 1959 discharge from the Coast Guard, Smidt took the time-honored entrepreneurial route of starting a company on his kitchen table. With a work ethic honed as a USCG corpsman, Smidt turned his long hours, sound decisions and thorough commitment into Harbor Freight Tools, a successful national distribution firm that continues to grow at a brisk rate.

As his corporate management team assumed wider responsibilities, Smidt decided to come full circle back to the Coast Guard by joining the Auxiliary, eventually rising to DCP-7 D11SR.

While serving as Division Captain in the mid-'90s, Smidt expressed his views on volunteerism in a memorable speech before an audience of Coast Guard and Auxiliary dignitaries.

Citing the volunteer ethic of the ancient Greeks as inspiration for everyone to give back to their community, Smidt added:

"All of you in this room are now carrying on the high ideal of volunteerism, preserving the 2,000-year-old notion that individual citizens...can contribute tremendously to the nation around them."

In about 1990, Smidt took his Coast Guard affiliation a step further by purchasing *Mr. Chips*, a 55' Hatteras sportfisher, and making it available 24/7 in support of CGSTA Channel Islands. This launched a long and mutually beneficial relationship between the station and the Auxiliary that has continued, through various command changes, to this day.

During the years before the proliferation of commercial tow services, Allan Smidt's original Auxiliary facility participated in numerous challenging search-and-rescue evolutions in the Santa Barbara Channel, from the Channel Islands to Point Conception. The vessel also served as a platform for drug inter-

diction and air-sea rescue exercises and as back-up to the station's surface assets.

This also marked the beginning of an Allan Smidt tradition – feeding the scores of station personnel, both in port and at sea. The vessel galley became Smidt's private space, as he personally cooked and distributed full meals to the appreciative station crew.

Last year, a yachting magazine layout caught Smidt's eye, leading him to decide to further investigate at the builder's Seattle yard. Suffice it to say, he was impressed enough with the Pacific Mariner 65 to trade in his Hatteras, take delivery, add a six-figure fully redundant electronics upgrade, and then sail the 25 knot vessel south to Channel Islands Harbor.

Though the station crew could not avoid gasping at the inherent luxury of the gleaming white motor yacht, it was immediately apparent that it could become a serious working boat, boasting (among other things) twin 825 hp turbocharged diesel power, stabilizers, and an 800 gallon per day water-making capability. Upon arrival in Southern California, this vessel became the new *Mr. Chips* (OPFAC 641182).

The potential value of '182' to the station was not lost on Rear Admiral Eldridge, as Smidt last January invited the Flag Officer aboard, with his Aide, his Captain of Response, and his Master Chief. After completing his tour of the multi-million-dollar vessel – replete with three staterooms, three heads, crew quarters with head, pilothouse, salon, galley, flybridge, and stand-up engine room – the admiral gave a farewell nod to the faded photo of the young Coastie in the owner's stateroom and retired to the flybridge for a personal chat with Smidt.

Though the conversation between the two was private, unmistakable echoes of cooperation between the Auxiliary and Coast Guard Station Channel Islands filtered down through the open hatch.

There followed a demonstration of training and proficiency observed by Rear Admiral Eldridge, including a successful towing exercise with '182' and a station 47' MLB as platforms, and a person overboard exercise aboard USCGC *Blacktip*. Then, with all vessels back in port at the station, it was time to turn Smidt loose in the galley of *Mr. Chips* and await another of his notable meals, to be lavished on CGSTACI personnel

and Auxiliarists alike.

At 1530, all hands turned out in the station classroom to hear Rear Admiral Eldridge comment on his visit. "You are the best in Coast Guard history," he stated proudly to those assembled. "We have great assets, good budget support, and the very best people."

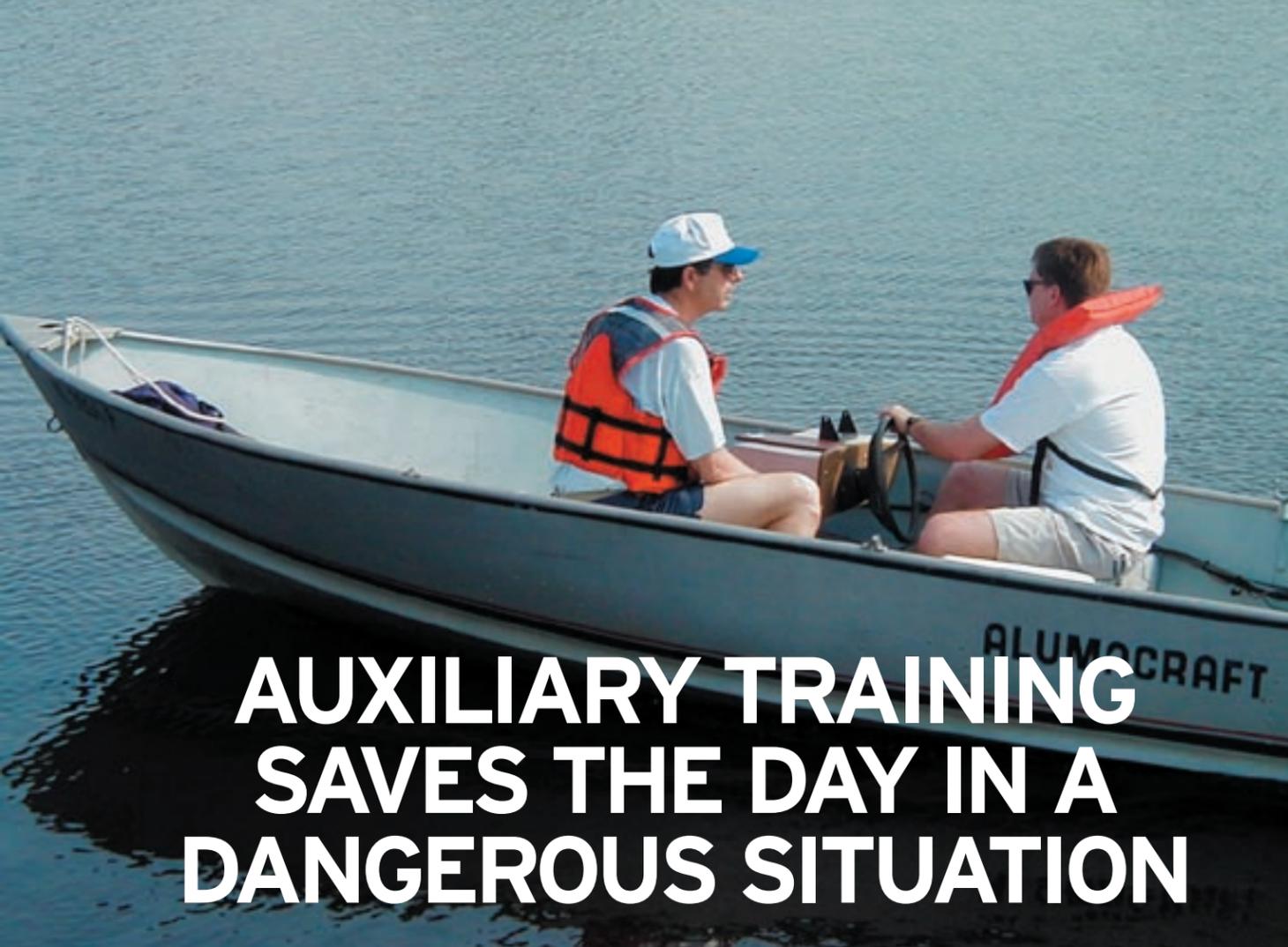
After taking questions from station personnel and Auxiliarists, Rear Admiral Eldridge presented several citations. Fittingly, the awards were capped off with a Unit Citation presented to Auxiliarist Roy Graboff, DCP-7, and Station Commander LT Bryan Clampitt. They were signed by CAPT Peter Neffinger, Commanding Officer, Sector Los Angeles/Long Beach, for their units' joint effort during Safe Boating Week 2005.

Filing out of the classroom to the dock outside, all in attendance seemed to watch Rear Admiral Eldridge shift his gaze toward Auxiliarist Allan Smidt's proud new facility as she strained at her mooring lines, ready for any mission the Coast Guard might require. 🚢

* Rear Admiral Eldridge retired from the Coast Guard in March 2006, after 32 years of service.

RADM Eldridge (right) plans future joint USCG-CGAUX efforts with Allan Smidt on the flybridge of the Auxiliarist's OPFAC 641182 (aka *Mr. Chips*).





AUXILIARY TRAINING SAVES THE DAY IN A DANGEROUS SITUATION

Knowledge
Gained in Auxiliary
College Course
and Quick USCG
Response Prevent a
Potential Disaster

By **ROGER RULIFSON, Ph.D.**
EAST CAROLINA UNIVERSITY

On Friday, Dec. 2, 2005, I was leading a crew of three, retrieving electronic equipment from the bottom of Albemarle Sound (NC), when we had a boating accident.

My crew and I are living proof of a potentially deadly situation in which everything comes together at the same time and place to cause a non-recoverable situation. But at the same time, a combination of calmness, presence of mind, safety training – and some good fortune – prevented tragedy.

Everyone involved is fine, thanks to quick response by the U.S. Coast Guard at Air Station Elizabeth City (NC). They arrived approximately 30 minutes after my initial call to 911 as we were sinking.

We were sampling in Albemarle Sound at the mouth of Little River, conducting research for Pasquotank and Currituck counties, when the accident occurred. We were aboard East Carolina University's R/V *Sand Tiger*, a 24' v-hull fiberglass Sea Hawk with center console, Bimini top, and Mercury 235 hp outboard motor.

We had just finished retrieval of an acoustic Doppler Current Profiler from a four-foot-deep location approximately 400 yards from shore. The weather was cold, but not terribly unpleasant – clear skies, 1'-2' waves, and a west wind blowing at an estimated 15-20 knots. Water temperature was estimated to be in the low 50s F.

We were making good progress for the day's work, having launched by 0730 from Elizabeth City's City Park and Ramp complex. It is an hour's run from there down the Pasquotank River and westward through northern Albemarle Sound to our research site at the Little River mouth.

Our second research site for the day was farther offshore – about 700 yards – in seven feet of water. My bow anchor-mate was Katharine Kleber, a graduate student with a Master's from Ohio State University, who hopes to enter ECU's Interdisciplinary Program in Biological Sciences. My stern anchor-mate was undergraduate Garry Wright, a senior majoring in biology with aspirations for



LEFT: In happier times, Roger Rulifson, Ph.D., provides hands-on instruction to one of his East Carolina University students manning the helm. **ABOVE:** The distressing sight of the capsized 24-foot Research Vessel *Sand Tiger* is all that remains in view after Professor Rulifson and two of his ECU students shared an unexpected – and unwelcome! – 'teaching lesson' on the Little River, in Albermarle Sound, NC.

Photos by Judy Hills, FC 20-4 D5SR

graduate school.

Garry was in a Mustang float coat as protection against the cold, and I was in a 7mm semi-dry wetsuit in preparation for my second gear retrieval of the morning. Katie had no PFD protection, but did have immediate access to the PFD locker at the bow. Garry and I are card-carrying graduates of the Boating Safety Course offered by Auxiliary members at ECU. Katie had not yet been able to take the course but had been certified by ECU's Office of Diving and Water Safety.

Our protocol for gear retrieval was one used in this boat many times since our study began the previous June. After setting the bow anchor (large Danforth with chain), we drifted back to our sampling site buoy, where we normally set two stern Danforths to maintain position over the site. This morning we had only one, having lost the starboard anchor on a sampling trip two weeks earlier.

The port anchor was set and I was ready to enter the water; swim fins were on, mask and snorkel were in place.

Suddenly, the bow anchor let loose and the bow began to swing to starboard, away from the upwind position. I quickly grabbed the wheel and started the engine, and we repositioned and reset without incident. Confident that we were secure this time, I was ready to go overboard when a combination of wind shift, and possibly a subsequent release of the bow anchor, caused us to again swing quickly to starboard.

This time, however, we weren't so lucky.

A wave hit our stern at an angle and washed completely through the stern engine cutout onto the deck, filling the stern with water, up to the console. As Gary yelled to get underway, I started the engine and put it into forward gear as Gary struggled with the stern anchor, which had become snagged on the very piece of electronic equipment we had come to retrieve.

The combination of a heavy stern, and the drag on the port side caused by the anchor-equipment interaction, was not to

ABOUT THE AUTHOR

Roger Rulifson, Ph.D., is Senior Scientist & Professor at the Institute for Coastal and Marine Resources and Department of Biology at East Carolina University in Greenville, NC. An active proponent of student safety on the water, Dr. Rulifson was instrumental in helping FL 20-4 D5SR initiate a BS&S Course at ECU that is now in its fifth year. Judy Hills, FC 20-4, believes that ECU is the only university now offering the Auxiliary course on a for-credit basis. Two of the three individuals involved in the incident described in the accompanying article are graduates of that course.

be overcome. Garry released the anchor and anchor line just before a second wave rolled completely over the stern, flooding the electronics and battery box and leaving us with no power. The boat rolled to port and the gunwale submerged as the three of us shifted quickly to starboard and toward the bow in an effort to maintain the boat upright. But at that point, we knew our situation was unrecoverable.

Garry called for PFDs, and both he and Katie jumped clear as the wind caught the Bimini top and proceeded to roll us completely upside down, starboard-side first. I grabbed my cell phone from the console and quickly dialed 911 as the boat rolled over me. Once making contact with the operator, I was able to escape from under the boat at the bow, which had not completely settled.

Garry, Katie, and I made voice and visual contact as everything from the boat floated past. I had grabbed the laptop containing the valuable data along with the cell phone, which was now tucked under the hood of my heavy wetsuit. We watched the parade of university and personal items float by to eventually sink or perhaps survive an eastward journey toward Roanoke Island. Or, perhaps, the Outer Banks, some 20-30 miles distant. We knew that with the low water temperatures, time was of the essence in getting to shore.

Fortunately, we knew our location well; if we swam for 300 yards, we would hit the four-foot depth contour and be able to walk the rest of the way to shore.

Another stroke of luck was that I was able to protect the cell phone

► CONTINUED ON PAGE 22



Roger Rulifson, Ph.D. (left), takes a break from his East Carolina University (ECU) teaching chores to meet with Auxiliarist/teacher Eric Diaddorio, the ECU dockmaster.

◀ CONTINUED FROM PAGE 21

under my wetsuit's hood over my left ear, which was away from the waves on the right side of my body. The 911 operator had switched the call to the Coast Guard in Norfolk, where the rescue was coordinated. And best of all, the large Air Station Elizabeth City was only eight miles away!

I was able to read the boat registration number upside down and provide details of our situation. However, my cell phone was losing power and the signal was getting weaker and breaking up, and eventually, I lost contact. Though not sure, I believe that the emergency response people may have triangulated on my cell phone in order to pinpoint our exact location. The cell phone was lost only five feet from shore.

The three of us managed to climb over a bulkhead into a winter wheat field in time to hear the welcome "thrum-thrump" of the USCG rescue helicopter overhead. They were able to land in the field, gather our meager possessions, and take us on our first-ever helo ride to the Elizabeth City Air Station. After initial checkouts by the base doctors, we faced many interviews while being treated to a wonderful lunch, big blankets, and dry clothes.

Late in the afternoon, we were "rescued" again by Steve Sellers, Director of the ECU Office of Diving and Boating Safety, ECU Dockmaster Eric Diaddorio (a Coast Guard Auxiliary member and teacher), and Mark Keusenkothen, the Diving Safety Officer. They had quickly mounted a rescue team, complete with a 27' Maycraft for boat salvage, and Scuba retrieval of approximately \$70,000 worth of university research equipment. They



At New Bern (NC) Park Ramp, Professor Rulifson prepares for Boat Rodeo that was part of the Auxiliary Boating Safety Course he taught at ECU. Photos by Judy Hills, FC 20-4 D5SR

even brought us ECU hooded sweat-shirts, pants and socks (I had only my Coastie scrubs!). They told us to not worry about a thing; they would finish the rescue of our boat and gear over the weekend.

We are deeply grateful to them for their attentiveness, calm demeanor, and help with short notice – and on a Friday afternoon!

Later, we asked the Office of Diving and Water Safety to check to see if the boat plug was still in, which it was not. Also, the prop had eight turns of the stern anchor line on it as a result of our futile attempt to get underway and turned into the wind. We surmise that the boat plug came out during the first bow anchor slippage, which put the stern in contact with the marker buoy for our research site. The buoy line got hung, and likely it was on the boat plug (a T-style twist plug).

All three of us want to express our deep gratitude and thanks to our rescuers: LCDR Dan Molthen, LT Scott Walden, AST2 Mark Wamble and AMT2 Glen Icardi. They said we were the easiest rescue all year – a 30-minute helo ride

and back before lunch!

Also, thanks to CAPT Michael J. Andres, Commanding Officer of Air Station Elizabeth City, for the great hospitality during our brief stay. And Pasquotank County Commissioner Hank Krebs, who heard of the accident within two hours and went to the Coast Guard Base to make sure that we were all right.

Our crew has no regrets or second thoughts about "what if." We feel that we had followed our tested protocol and did our best to recover from a series of quickly-unfolding events in which there was nothing that could be done.

The Norfolk USCG officer who interviewed me afterwards said we had done everything right – and we were lucky. But also, we had the experience, the Auxiliary training, and a top-notch ECU Diving and Water Safety program that put everything in place to maximize our chances for a successful outcome in a difficult situation.

Without all those pieces in place, the outcome could have been different. 🌀

This article was submitted by Judy Hills, FC 20-4 D5SR. *Navigator* thanks Dr. Rulifson for permission to publish it.

New Federal Reporting Requirements For Pleasure Boat Operators

FROM: U.S. CUSTOMS AND BORDER PROTECTION

When a private vessel arrives at a port of call in the U.S., the master must report arrival immediately to U.S. Customs and Border Protection (CBP) and must physically present themselves and their passengers for admission into the U.S.. (If all passengers on board are participants in an alternate inspections program, such as the I-68, they need not present themselves for inspections but must still report arrival. For a list of ports that accept private vessel arrivals, please see our brochure, *Pleasure Boats/Reporting Requirements*.)

If the vessel is U.S.-flagged, or is a foreign-flag vessel that does not qualify for a cruising license, and is 30 feet or longer in length, the owner must obtain a user fee decal, which is available for \$25.

If a foreign-flagged vessel will be sailing to a number of ports during a stay in the U.S., it may be eligible for a cruising license. This license exempts pleasure boats of certain countries from having to undergo formal entry and clearance procedures at all but the first port of entry. If your vessel is eligible, please request the cruising license at your first port of entry. Eligible countries are listed in the *Pleasure Boats* brochure.

There are certain entry requirements of which boaters should be particularly aware. One is the requirement to obtain approval from Alcohol, Tobacco and Firearms (ATF) – in advance – for

the entry of all firearms on board the vessel. If you do not have the approved ATF Form 6 for firearms, CBP will detain them. Please see our brochure for further information.

Another requirement is to declare currency and negotiable monetary instruments, if you have more than \$10,000 on board. Failure to do so could result in the seizure of the money.

Finally, CBP now strictly enforces the requirement to declare all foodstuffs on board, in particular, fresh fruits and vegetables and meat products. While many items may be admissible, it is essential that they be declared so that a CBP officer can inspect them to make sure they are free of pests or disease. Failure to declare could result in a \$1,000 fine.

Vessels that are entered into the U.S. for display at boat shows, testing, [or] to take part in a race (not for money), and will not be in the U.S. for more than 90 days, may be admitted without formal consumption entry or bond. A certificate identifying the boat will be issued to the importer and must be delivered with the vessel to the CBP office at the point of departure from the country. If a vessel entered for such purposes will be in the country for more than 90 days, the importer will be required to post a bond. Any boats entered for sale or for sale on approval are not eligible for the Temporary Importation Under Bond (TIB) program and must be entered as a formal entry on Form CF7501. 🌀

CONGRATULATIONS TO CALDWELL



USCG Auxiliary Aviation Flotilla 10-20 D1SR marked its fifth anniversary of operations at Essex County Airport, Caldwell, NJ, with special ceremonies that included raising of the Auxiliary ensign at the airport, which was unofficially designated 'Air Station Caldwell.' Gathering with the ensign before the ceremonies begin are, from the left: CDR Elizabeth Young, DIRAUX 1SR; Frank Tangel, BC-OAM; Vince Iannuzzelli, FSO-OP 10-20 D1SR; Darryl Laxson, PFC 10-20; and, Mark Sherman, ADSO-AV D1SR. Photo by Bill Pritchard, FL 10-20 D1SR.

Auxiliary and Coast Guard 'Star' in Tip Up Town USA

STORY & PHOTOS BY FRANK HOMOLA
DCP-16 D9CR

Cinema giant Ernest Borgnine starred in an entirely new role last January when he showed up in Houghton Lake, MI, for the 56th annual Tip Up Town USA – one of the nation's largest winter ice festivals.

The veteran actor was joined by participants from both the Auxiliary and the Coast Guard at the Grand Parade, which kicked off the two-week celebration that draws some 300,000 people each year.

An estimated 8,000 viewed the opening parade of Michigan's premier winter event as it proceeded down a four-mile stretch of Highway M-55, blanketed with more than a foot of snow that had fallen overnight.

The fluffy white-stuff did not discourage participants at all. Flotilla 16-3 D9CR, manned a float; with a 'crew' consisting of Chuck Feldman, DSO-PV 9CR; Agnes Feldman, SO-PB 16 D9CR; Richard Mitchell, FSO-VE 16-3; myself, and PFD Panda (aka Mark Gingerick, FSO-AN 16-3).

Other Auxiliarists walked alongside the float, handing out more than 1,000 Safety Suckers to children lined up along the parade route. As I drove the float, I heard positive comments by the crowd many times. Among these comments were, "Yea, Coast Guard!" and "Way to Go!" PFD Panda, for his part, was called everything from "That Big Teddy Bear" to "The Coast Guard Bear."

Moving just in front of us was a 25' SAFE Boat brought to the parade by Coast Guard Station St. Ignace, manned by MK2 Arron Waara and SN Christian Gandy. Adding to the excitement were a couple of fly-overs by an Air Station Traverse City helicopter, diverted from a training mission to join the event.

What made this year's Tip Up Town an even-more-special event were two media events – the appearance of Ernest Borgnine, who was in town filming a new comedy, "Frozen Stupid," and a crew videotaping a segment of The Travel Channel's "Fred Willard's American Festivals." Willard is an actor who played Hank McDougall on network TV's "Everybody Loves Raymond."

As luck would have it, we were lined up in the parade just behind the camera crews and the car that carried Borgnine. As we waited for the parade to start, PFD Panda, Petty Officer Warra and I had the chance to be photographed with the actor. It was quite an honor; one that I will remember for a long time. 🌟



The relative merits of a career in acting versus a 'career' in the Auxiliary are discussed by veteran actor Ernest Borgnine (left) and Frank Homola, DCP-16 D9CR. Eavesdropping on the conversation is PFD Panda (aka Mark Gingerick, FSO-AN 16-3) aboard a 25' SAFE boat brought to the Grand Parade by Coast Guard Station St. Ignace.



Ernest Borgnine takes a break from filming his new comedy, "Frozen Stupid," to consider the merits of a post-acting career in the Coast Guard Auxiliary.

RBS Partnership Pays Off in Virginia

Students Come Up Winners in NSBC Essay Contest

BY JOE RILEY
VCP-3 D5SR

Continuously working with a non-traditional Recreational Boating Safety (RBS) partnership paid off handsomely for Flotilla 3-10 D5SR and its partner, the Woodland Academy, near Montross, VA.

Three students at the private school in the Northern Neck of Virginia won acclaim by participating in the National Safe Boating Council's "Why I Wear My Life Jacket" nationwide essay contest.

The CGAUX/Woodland partnership's pay-off was manifold: Two students – Jordan Baughan and Holly Sanford – won First Prize in their respective age group and one – Ed Grimes – was awarded Honorable Mention. They were the only contest winners in Virginia.

Situated in Westmoreland County and bounded by the Potomac and Rappahannock Rivers, Woodland Academy's enrollment is comprised entirely of students from five counties that together serve as home to more than 15,000 recreational boats.

During my earlier tenure as FSO-PA for Flotilla 3-10, we won a national public affairs award for my project with the school in 2004. I continued working with the Academy's Life Skills and Computer Teacher, Joanne Nelson, in 2005 to further institutionalize boating safety as part of the curriculum. This included providing boating safety materials, web addresses for the Academy's web site, contest rules for the NSBC essay contest, and encouragement to students.

We built on the students' journalistic talents and computer skills in a safe-boat project that involved Internet search,



Wayne Ploger, FC 3-10 D5SR (right), distributes awards to winning students during ceremonies at Woodland Academy as Joe Riley, VCP-3 (left), and Life Skills and Computer Teacher Joanne Nelson (second from left) observe the proceedings. Winning students are, from the left: Jordan Baughan, First Prize (12-15 age group); Holly Sanford, First Prize (7-11 group); and, Ed Grimes, Honorable Mention (12-15 group). Smiling proudly behind the winners is Woodland Director Kathleen Hayden.

Photo by William Horne, FL 3-10 D5SR

game-playing, class discussion and demonstration, spreadsheet analysis, and newspaper layout.

The students produced a school-wide newsletter and an Auxiliary display during a Parent's Night program, and two articles were published by five local area newspapers.

In addition, the project led to a school request that safe boating skills be included in the Life Skills Curriculum. As a result, the Academy became a force-multiplier and full partner in the Auxiliary's RBS Outreach Program.

The students also were recognized by a regional newspaper group in a special boating supplement, and awards were presented to them by the Auxiliary.

Woodland Academy Director Kathleen Hayden announced the awards during Academic Night, to the applause of 300 parents and students. Wayne Ploger, FC 3-10, capped things off by presenting a Letter of Congratulation and Coast Guard Eagle pins to each student and framed Certificates of Appreciation to both Ms. Nelson and the Academy itself.

In a particularly gratifying development, the Virginia General Assembly

adopted Commending Resolutions praising each of the winners individually.

Copies of the document were presented to each student by VA State Delegate Robert J. Wittman, who sponsored the Joint Resolution. In ceremonies at the Academy, Wittman commented, "I am tremendously proud of Ed Grimes, Holly Sanford, Jordan Baughan, and their efforts to communicate the importance of safe boating. With both commercial and recreational use of our Virginia waterways at an all-time high, it is great to know that there are efforts by our youth to promote safe boating practices."

The best result of all from our partnership with Woodland Academy was this: Even though Virginia does not have a mandatory lifejacket law, the students at this school can tell you why they should wear Personal Flotation Devices.

Looking back, I believe this was a great effort, and one that many others can replicate. I encourage all Auxiliary units to have traditional and non-traditional 'partners' pick up from our efforts and carry the Auxiliary's RBS ball to the finish line. Partners are a force-multiplier. We all win! 🌟

CGMA Fundraising Campaign Contributions Still Needed

COMO Joe Lanz will once again heads up CGMA fund-raising efforts at district/region, division and flotilla levels. The Campaign ran from April 1 to April 30 again this year but contributions are accepted and encouraged throughout the year. The Campaign theme this year is "...Because you Care!"

Established in 1924, CGMA is the Coast Guard's own financial assistance organization. It is a non-profit charitable organization, providing essential financial aid to Coast Guard individuals and families, primarily through interest-free loans, grants, and financial counseling. Because you care, CGMA was able to provide over \$7 million financial assistance in over 7,600 cases in 2005. Auxiliary members received over \$209,000 in financial assistance.

CGMA and the Coast Guard were put to the test last fall when hurricanes struck the Gulf Coast and Florida. Coast Guard men and women came to the fore, rescuing or evacuating over 33,000 hurricane victims. Unfortunately, many of the responders suffered significant personal losses as well. CGMA was there to provide over \$1.8 million in emergency assistance to those affected, while continuing to meet the needs that arise daily throughout the Coast Guard Community.

The Coast Guard family also rose to the challenge in an unprecedented outpouring of concern and personal financial support for the hurricane victims. That support was vital and deeply appreciated. We must not forget, however, that it is caring people who support CGMA consistently from year to year that keep CGMA strong in the long term and ensure that it can continue its vital role in supporting Coast Guard people in times of need. If you have not joined their ranks, please consider doing so now.

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

Contributions may be made by check, money order, or credit card. Information and convenient contribution forms are available on the Coast Guard Mutual Assistance web site, www.cgmahq.org, or you may use the attached contribution form. Send it along with your gift to Coast Guard Mutual Assistance, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203-1804. Checks or money orders may be made payable to CGMA. ☺

A PERSONAL VIEW...

Taking Stock in Michigan

A TALE OF TWO 'LOVES'

BY TIM YAW
FC 18-8 D9WR

I had decided—as a proud member of the U.S. Coast Guard Auxiliary—to put my enthusiasm for stock car racing and my commitment to Auxiliary missions together by building a Pure Stock racecar and entering it in the NASCAR-Dodge Weekly Series at Kalamazoo Speedway in Michigan.

The Pure Stock Division is an entry-level segment at this speedway. A "pure stock" here is, essentially, a car built between 1979 and 1987—usually a Chevrolet Monte Carlo or, as in my case, a 1985 Buick Regal. The car must remain "stock looking," with the only modifications allowed for either safety reasons or to be competitive.

I modeled my project after the U.S. Coast Guard's No. 21 [a Monte Carlo SS], which is competing in NASCAR's Busch Series.

My car bears the number 18, in honor of my Auxiliary division. It is painted blue and white (like the Auxiliary flag), with an orange roof.

I secured authorization to use the USCGAUX logo emblem, along with the Auxiliary web address. The words, "Coast Guard Auxiliary," are painted on the rear quarter panels. The vehicle also bears the logo of the National Safe Boating Council's "Wear It" campaign.

My team consists of my wife, Leslie, and fellow FL 18-8 D9WR Auxiliarists Richard Sawicki, Tom Metzler and Brian Roorda. We have worked countless hours preparing this racecar. I have invested over \$9,000 of my own money and more than a year of my spare time on this project to ensure that the car is competitive and very safe. My flotilla voted to provide funds for the paint.

In addition to racing weekly, the car will be available for display at conven-



Rendering by Brian Roorda, FL 18-8 D9WR

LEFT: USCG No. 21, the 'Godfather' of CGAUX No. 18 (above).



An obviously pleased Tim Yaw pauses for a photo-op while working on the engine of the stripped-down '85 Regal before its transformation into CGAUX No. 18. Photo by Leslie Yaw



Tim suits-up in full Auxiliary colors. Photo by Leslie Yaw



Author's wife, Leslie Yaw, places final rivets in Auxiliary No. 18. Photo by Tim Yaw.

tions, boat shows, car shows, parades, and any other purpose that would be beneficial to the Auxiliary.

I feel this project will be a great way to bring what we do to an untapped, but bona fide, market. I believe that a great number of racing fans at Kalamazoo Speedway, and elsewhere, are also boaters. After all, the reason most people in Michigan do not own a racecar is probably because they own a boat!

Racing in any form is very popular in

my state. When I last checked, Michigan boasted America's largest inventory of registered boats.

The Coast Guard has long recognized this market. This year, USCG is sponsoring Richard Childress Racing's stock car No. 21, which is usually driven by Nextel Cup driver Kevin Harvick. [The Nextel Cup is NASCAR's premiere racing series.] No. 21 has had a stellar season, which will only help to bolster my entry. ☺

 <h2>CGMA 2006 Contribution Form</h2>		Flotilla Number	
<p>YES! I'd like to contribute to Coast Guard Mutual Assistance. My check for \$_____ is enclosed. <i>(Make check payable to CGMA)</i></p> <p>Please mail your contribution to the following address:</p> <p>Coast Guard Mutual Assistance 4200 Wilson Blvd Suite 610 Arlington, VA 22203</p> <p>I prefer to contribute by Credit Card</p>		<p>Print Name</p> <hr/> <p>Street/Apt#</p> <hr/> <p>City, State, Zip Code</p> <hr/> <p>Signature (for credit card)</p>	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acct Number:		Exp. Date:	Amount:

Contributions to Coast Guard Mutual Assistance are deductible for income and estate tax purposes. Thank you in advance for your generosity. Please visit the CGMA web site or call CGMA Headquarters at 1 (800) 881-2462 if you have any additional questions.

Before ...



Katrina Worries Pile Up for Mississippi Auxiliarist

But Operation Life Ring Rides to the Rescue in Waveland

STORY & PHOTOS BY ROB WESTCOTT
DVC-AX

When Auxiliarist Bruce Dyleski (then FC-33 D8CR) and his wife, Joy, returned to their home in Waveland, MS, on Wednesday, Sept. 7, 2005, the couple found little that resembled their former life. Their cozy home and the neighborhood around it had been flattened by Hurricane Katrina.

As Bruce put it, "The sea came in and washed Waveland away. The hurricane took our home away and with it, our stuff. We did take the important things. At least, they seemed important – photos, scrapbooks, Joy's quilts, and a few other mementos of our lives – but the rest are a scattered rubble pile three houses up the block."

A journal entry by Bruce in late June 2002 describes the life that had been lost:

I think our arrival at Waveland to be a bit magical. The Aiken RD house is funky, a very nice funky. All wood floors, beamed ceiling, a big screened front porch. The street is one car wide set among live oaks.

The beach, the Gulf of Mexico is only one long block away. Turning off Beach Blvd, Aiken rd [sic] winds through cathedral oaks hung with moss. The house is in trees with a giant oak next door and next door to that...it is that big. So our arrival is grand...Joy is already putting up quilts and pictures on the walls. I feel like we are on vacation, this being the type of place people come over to rent for a week at the beach. We call it home now.... It is our dream starting to materialize and I didn't believe it would ever be this nice.

As Bruce surveyed the rubble before him, memories of his time in Waveland came in waves of a different kind. Memories and a perspective on life forever changed. He writes to me, one who is privileged to be his friend:

So my words are this: We are a most fortunate society, and any of this good fortune can be taken away at any time. Appreciate what you have, focus on what is real and lasting, live your life today as best you can. The week before the storm came, I sat every morning in the chair

and sipped my coffee, and it ran thru [sic] my mind just how rich my life had been on Aiken Road though we had little money, few possessions and nothing of real value except our families and the love Joy and I had shared through so much. It is so strange now that those thoughts came to me every day that week, and that journal entry of July 3, the last Aiken Road journal, was so prophetic.

Surveying the rubble, Bruce and Joy made a find.

"The first thing I found of ours was a large decorative plate." Bruce remarks. "It had been atop a cabinet above our stove, leaning against the wall. How it landed safely in the front yard, I cannot know. The roof of the house was across the street, probably blown off before the wave ever got there. But the plate: how did it make it?"

Little things mean a lot when you have lost virtually everything.

To Bruce's side, other Auxiliarists came and stood. Many of them had suffered losses themselves, but they were

... and After



there for their fellow Auxiliarists. Fellow FL-33 member Al Benjamin, who had evacuated to another state, offered Bruce and Joy his home (which had survived the storm) while they surveyed the damage in Waveland and tried to salvage what they could of their possessions. Others offered needed emotional support.

In the best traditions of the Auxiliary, Bruce and Joy were surrounded by a caring Auxiliary family.

In the aftermath of Katrina, the Coast Guard Auxiliary launched Operation Life Ring, and for people like Bruce and Joy, the Life Ring got thrown at just the right time.

COMO Joe Taylor was tasked with the coordination of Life Ring efforts in the ravaged area. With the assistance of Coast Guard Mutual Assistance (CGMA) staff, he met with Auxiliarists at Coast Guard stations in Diamondhead, Pascagoula and Gulfport, MS. As of October 2, Bruce and Joy, and about two dozen other Auxiliary families like them were given no-interest CGMA loans of up

to \$5,000 per family. No repayment at all was expected for six months.

This was the first time that many Auxiliarists have needed mutual assistance, according to COMO Taylor.

While some members had other insurance (and others had none), there was a real need for immediate funds that other insurance was not providing. Said Taylor, "Many have insurance, but that takes time." The loans, he added, would give them "capital to operate on in the interim."

Loans were given right on the spot, and Dyleski was amazed at the speed of his loan – a scant five minutes – and the lack of "red tape."

In the typical unselfish spirit of the Auxiliary, more than one member told COMO Taylor they would not take a CGMA loan if it deprived another Auxiliarist of a loan.

These loans will not meet all needs, according to COMO Taylor. Some families are so devastated they will need pure grants, where no repayment is expected.

Here, he says, is where the donations

to Operation Life Ring will come in. As the Auxiliary Association receives donations to Operation Life Ring, a fund will be built up from which individual need-based grants can be made. This will be particularly needed by members of Flotillas 48, 35, 41 and 33, which Taylor says were "hammered" by the storm.

The need for these donations is real and immediate, said the Commodore.

For Bruce and Joy Dyleski, and countless others like them, the process of rebuilding their lives has begun. With all of their belongings in the back of their truck, this special couple left Mississippi for the last time (in all likelihood) and joined relatives in Texas. Also to be there for them in Texas are a bunch of caring Auxiliarists, ready to be their new Auxiliary family.

Moving ahead for others may be more difficult, but there will be the common thread of a caring Auxiliary family.

Through Operation Life Ring, all of us can be an active part of that caring family. ☺

AUX Radio Maxwell Point Returns to Service...

...WITH A LITTLE HELP FROM ITS FRIENDS

STORY & PHOTOS BY STANLEY J. KROL
FSO-MT 13-2 D5SR

After being knocked out of action by Hurricane Isabel in September 2003, and having its building destroyed as well, Coast Guard Auxiliary Radio Station Maxwell Point (MD) finally returned to service last October, with a little help from the U.S. Army.

Maxwell Point originally went into service on May 3, 1997, at the request of the Officer-In-Charge of Coast Guard Station Curtis Bay. Its purpose was to maintain radio guard for Auxiliary vessels on patrol in the upper Chesapeake Bay.

The station provided the guard on weekends and holidays during the summer boating season, which runs from May through October. With the cooperation of the Army, the station was located in a building along the Gunpowder River, on the Edgewood Arsenal grounds.

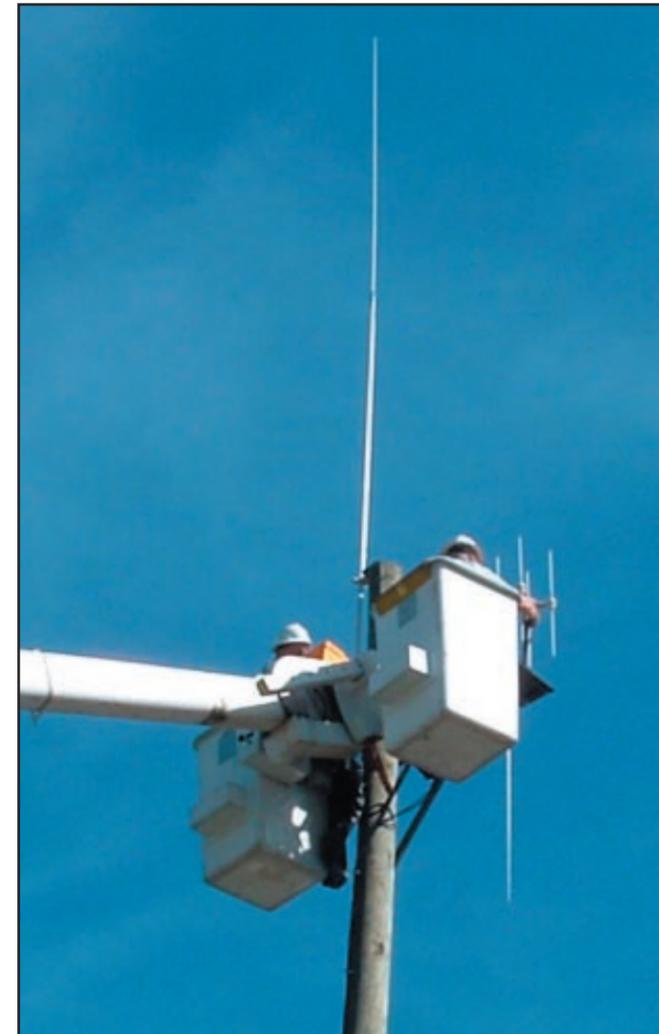
With Army support, a new building was immediately provided. However, it took two years for members of Division 13 D5SR to acquire replacement items destroyed by the hurricane, re-locate the console with its radio equipment and, again with Army support, to have the

large (60-plus feet) pole –with all three of its antennas – removed and re-installed alongside the new building.

With the financial support of Coast Guard Sector Baltimore and the electronics support of Coast Guard Electronic Support Detachment (ESD) Baltimore, all of the old cables from the main, secondary and automatic direction finder (ADF) antennas were replaced on Sept. 7, 2005.

Unfortunately, the ESD personnel - Petty Officers King and Mc Cann – did not have enough time to realign the ADF antenna. Once again, Auxiliarist Charles Shadle acquired the support of the Army. It provided a bucket hoist truck with an operator, while Division 13 members Stanley Krol and Lewis Jones re-aligned the ADF antenna. On October 15, Coast Guard Auxiliary Radio Station Maxwell Point became operational once again. 🇺🇸

Coast Guard Petty Officers King and Mc Cann get ready to replace cables and an antenna for the automatic direction finder.



ABOVE and RIGHT: Petty Officer Vane Mc Cann begins to maneuver the bucket in order to service the automatic direction finder antenna.



ABOVE and LEFT: Stanley Krol is seen snug in his bucket just before he re-aligns the automatic direction finder antenna.



Tiny Tots Take to Tanks

These 'Fish' Are Not at All Out of the Water!

STORY & PHOTOS BY BRYAN L. RICKS
VFC 11-5 D11NR

Six-year-old Kaitlynn stepped up to the water tank. Her blonde hair had been tied back into a pony tail, ensuring an unobstructed view. The straps of her life vest were snug. Her mother had made sure of that when she helped her daughter put on the vest.

Kaitlynn's eyes were transfixed on the tiny boats bobbing on the water. Below the surface, a submarine sat motionless. Auxiliarist L. "Country" Grover knelt down beside her. His quiet voice defied his tall frame. "I'll show you how to use the controls," he said.

The entire time, Kaitlynn's face and eyes showed the seriousness and concentration of her mission. Soon, she was operating



L. 'Country' Grover, FC 11-5 D11NR, assists a young sailor (actually his grandson, Joey Grover) at Tiny Tots Safety Marina.

the tiny radio-controlled boat around an obstacle course of floating islands and other boats.

"You have Snoopies on your vest, don't you?" Kaitlynn's mother asked. The child only nodded as she deftly maneuvered around a sailboat. Her mother looked up and said to "Country": "Thank you; we've always had a chore getting her to wear a vest on the lake."

After a few minutes, Kaitlynn was finished and she was presented with a personalized Certificate of Accomplishment. The stolid six-year-old suddenly opened up with a huge grin and her eyes glowed with excitement. She ran off to her mother as another life-vested child stepped up to the Tiny Tots Safety Marina to try his hands at the radio-controlled boats.

Starting its third season, the Tiny Tots Marina kicked off 2006 at the Reno/Tahoe (NV) Boat and RV Show in January. The purpose of the marina, "Country" explained, "is to engage a child in a boating activity while wearing a life preserver. As they control the boats on the water, we discuss life vest safety with them and their family. We get the parents involved by having them help their children on with the vests. Many have told me that this is the first time they have ever put a vest on their child."

The Marina is the idea of Flotilla 11-5 (Carson City/Sparks, NV) Auxiliarist "Country" Grover. "Two years ago, I was the FSO-PA for Reno [Flotilla 11-3]," he explained. "I was wracking my brain for an idea for teaching life preserver safety. I wanted to involve the children and teach them habits that could last their lifetime. Of all places, I was in a Wal-Mart when the idea struck me."

"Country" had spied a kid's wading pool on sale. Tiny boats and toys were inside the pool and the vision was launched. With his own money, "Country" bought the pool and two radio-controlled boats. They were soon put to use at a local Kid's Day Fishing Derby.

"The Marina was an instant success and has been used for several events in the Reno/Carson area," Country noted. "It was a huge hit, but we quickly found out that the wading pool was much too small."

When Grover transferred last summer to take over as FC



Joey Grover gives a 'thumbs up' to the water tank.



Life-vested children operate radio-controlled boats at the Tiny Tots Safety Marina during Reno/Tahoe Boat Show.

11-5, he continued the Marina's evolution. Reno purchased two 50-gallon tanks and Carson City donated a trailer for transportation and setup. Members from both flotillas continue to assist and support the Marina.

This year, two submersible radio-controlled submarines were added to the fleet of 4-inch surface boats. Nevada Wildlife Department Boating Safety Officer Edward Lyngar donated 250 certificates to be handed out to the children after completing their missions. "We ran out of certificates" exclaimed Bob Summers, Carson City FSO-PA. "I was afraid we would have too many, but by day three [of the four-day boat show], we were sweating."

Many adults were also seen driving the boats. "They had to wear a life vest too, but they didn't get a certificate," Summers added.

One of the highlights of the event was the appearance of a Nevada gubernatorial candidate, Congressman Jim Gibbons. Accompanied by his wife, Dawn, the couple donned life vests and tried their hand at the boats.

"The Marina has had a huge PA and PE impact," Summers commented. "In the 10 years of doing this boat show, I always saw the public stop, take a few brochures from our Auxiliary booth, and then move on. But this year was phenomenal. The Marina drew in adults and created a connection for Auxiliaries to interact with the public. As a result, our enrollment this quarter for the ABC class is up 130 percent compared to the attendance for all of last year! 'Country's' idea has had an amazing effect for our entire division."

The evolution of the Tiny Tots Marina continues. Summers is now working on a grant for expansion of the project. "We're experimenting with a donated hot tub, which will be larger," he said. "Other members are looking at sturdier and more



'Country' Grover (left) supervises while Mom and Brother assist child.

reliable radio control platforms for the boats, and "Country" is coming up with more ideas."

An obstacle course with marked navigational aids is one of the new additions being considered.

"Country" Grover revealed one of his key philosophies: "Teach a child 'red, right, returning' under the right environment and he or she will remember it for the rest of their lives... and they'll teach their parents!"

Asked what makes him most proud about the Tiny Tots Marina, Grover reflected, "My goal is this: If I have helped one child, and one person has been saved by wearing their vest because of what I've done, then the Marina will have been a success." 🌟



Preparing to bring the Kaipara Coastguard's vessel, the 8.5 Niaid DRV *Winstone Rescue*, to the Helensville (NZ) Christmas Parade are, from the left: Brett Havill, training officer; Bart Meltzer, crew member; Carol Forsyth, president; and, Ross Moorman, safety officer. The three adults on board the vessel are, from the left, crew members Tobias Forsyth, Adam Butler, and Ielemia Tewati.

Photo by Karen Good, Kaukapakapa.



The Kaipara Coastguard vessel DRV *Winstone Rescue* on a training run in the Awaroa River in Helensville, NZ.

Photo by Carol Forsyth, Kaipara Volunteer Coastguard

Kaipara Harbour Auxiliary Provides Boaties' Lifeline

[Editor's Note: From time to time, it can be interesting to take a look at what our counterparts elsewhere in the world are up to and how they perceive the challenges of being Auxiliarists. The following brief report on Public Education in one New Zealand outpost is the first of an ongoing, occasional series of articles contributed by Auxiliarists in other countries.]

By **CAROL FORSYTH**
President, Kaipara [NZ] Volunteer Coastguard

On New Zealand's Kaipara Harbour, when the sky is black, the sea is raging, waves are breaking over the stern of a boat, and the engine dies, the only thing between safety and disaster often is the Kaipara Volunteer Coastguard.

Although many boaters are completely dependent on the Coastguard, they often do not even know where it comes from. They think it is state-funded, like the police or fire services. In fact, the Coastguard is made up of ordinary New Zealanders who give up some of their time to keep an eye on their fellow 'boaties' on the water.

Recently, we had four crew members out in a storm all night, searching for a missing vessel. When it was found in the early hours of the morning, the boaties were lost and had run out of fuel.

Running out of fuel, getting lost, and groundings constitute most calls for assistance on the Kaipara Harbour. The locale, near Cape Reinga, abuts the Tasman Sea on New Zealand's North Island, about an hour's drive from the capital, Auckland.

Charts of the Kaipara Harbour are available. So running out of fuel is just a basic lack of skipper responsibility.

A responsible skipper should ensure that he or she has the necessary skill, knowledge and qualifications to safeguard all on board, and that the vessel carries the necessary safety equipment and is properly maintained. They should also have on board a minimum of two means of communication and know how to use them.

Throughout our AOR last year, Coastguard Northern Region received over 90,000 calls and assisted 4,760 people and 2,000 vessels. Sometimes, 'assisted' means just that: helping out with a broken engine or minor injury. Other times, it means saving lives.

Many recreational boaties don't think through the possibility of an emergency at sea and the fact that help is often a couple of hours away. This includes medical emergencies as well as distress situations involving the vessel.

As Coastguard Boating Education's Northern Field Representative, I also advocate that all boaters take a course with an experienced tutor. Our Day Skipper Course is the introductory training for all those new to boating, including members of the family or crew. It covers the boat, buoys and beacons, emergencies, rules and regulations, and knots. 

The Coastguard Boating Education Service is the PE division of the Royal New Zealand Coastguard Federation.



Kaipara Volunteer Coastguard's vessel, DRV *Winstone Rescue*, passes beneath the historic Makarau Bridge during one of the organization's many training runs near Kaukapakapa, NZ.

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Think you have a tough time launching your OPFAC from your trailer? Look at what the Kaipara Volunteer Coastguard has to do! It takes nothing less than a full-size tractor for this New Zealand counterpart to the USCG Auxiliary to launch its facility, DRV *Winstone Rescue*, into the Awaroa River at Helensville, NZ.

Photos by Carol Forsyth, Kaipara Volunteer Coastguard

CGAuxA Taps Into Internet for New Donation Method

Internet search engines Yahoo and Good Search.com have teamed up to provide an easy new way for members and supporters of the Coast Guard Auxiliary Association (CGAuxA) to donate to the not-for-profit entity.

The new method is simple and easy to execute via website www.Goodsearch.com

Once at the site, users should select CGAuxA (St. Louis, MO) as the Charity, and then search for whatever information is desired from Yahoo.

Using this approach for Internet searches does not cost the user anything, but each time a search is performed, the CGAuxA earns about one-cent. Thus, the more that Auxiliary members and others make use of the new search method, the



more funds will accrue to CGAuxA.

A use for money raised through Goodsearch.com has already been determined. NACO Gene Seibert, who also serves as chief executive officer of CGAuxA, said, "The proceeds from this money-raising initiative will be used to support our recreational boating safety

[RBS] programs."

Users of Goodsearch.com are not required to register or identify themselves in any manner, thus dispelling potential concerns about personal information being tracked by unauthorized persons.

Auxiliary and corporate webmasters are being asked to place a logo (at left) and link to GoodSearch on their websites. The link to be used is: <http://www.goodsearch.com/Logo.aspx>. Also, a Good Search toolbar for Internet Explorer can be found at <http://www.goodsearch.com/toolbar>.

The CGAuxA, a 501(c)3 not-for-profit association, provides financial support for operation of the Coast Guard Auxiliary. 



Deadline Nears for National Public Affairs Award Contests

DRILL CONDUCTOR CANDIDATES COOL OFF



Marc Sayer, FSO-PE 24 D1NR, stays warm and cozy inside life raft while inviting MSTC John Hart, USCGR, Sector Northern New England, to join him on board during Commercial Fishing Vessel Safety Drill Conductor certification exam. Steadying the raft as it bobs in waters off Camp Ellis Pier, Saco, ME, is Paul Smith-Valley (right), DCP-2 D1NR. *Photo by Thomas Raynor, ADSO-AN 1NR.*

The National Department of Public Affairs invites you to submit your entries for its annual Public Affairs, Publications and Photo contests for activities done in 2005. The deadline to submit entries is July 31, 2006.

National Public Affairs Awards will be presented for the best district, division and flotilla projects of 2005.

There are five basic categories:

1. Use of imagination and creativity
2. Promoting the Auxiliary programs and Auxiliary image
3. Attracting the attention of the media and the boating public
4. Clarity of writing and ease of replication
5. The activity is more than a one day event but shows continuing PA flotilla activity

National Publication Awards: Flotilla and division newsletters must be 2005 district award winners. A letter from the DSO-PB must certify that the flotilla and division publications are the district winners. (DSOs-PB may submit their district publication along with the flotilla and division winners.)

National Photo Awards: Are you a "shutterbug?" Do you enjoy taking pictures? Here's your opportunity to submit your best Auxiliary-related photo produced in 2005. It does not need to have been published. It may be black and white or color. There are six categories for judging: fellowship, marine safety, member services, operations, public education, and vessel examinations. Please indicate the category of your submission. Write the identifying information on a label and affix the label to the back of an 8x10 photo.



Please send Public Affairs and Publication Contest entries to:

Harriet L. Howard, DVC-AS
15323 Hayford Street
La Mirada, CA 90638-5321
e-mail: harriethoward@speakeasy.net

Photography Contest entries should be sent to:

Larry Kellis, BA-AIP
P. O. Box 633
Ocean Park, WA 98640
E-mail: clkphoto@willapabay.org
360-665-2811

The deadline to submit entries is July 31, 2006. Winners will be announced at NACON 2006 in Dallas, TX. For further information, please contact the person above who is responsible for your entry.

THE LAST WORD ...

In Search of the Big Rocks

Commitments – We all have them. Some we *love* to do and some we *have* to do. It seems like there is never enough time to do the things we love to do.

Balance – Trying to juggle the things we *have* to do with the things we *want* to do.

Each of us joined the U.S. Coast Guard Auxiliary for one or more reasons that likely corresponded to one of the four cornerstones that make up the organization. They are: Operations, Public Education, Boating Safety, and, Fellowship.

The important thing is to decide on a cornerstone that you like. I joined because I was interested in the Operations and Public Education areas of the Auxiliary. However, I do participate in the Vessel Examiner program as well.

The tricky part is trying to balance the commitments that we make in our lives. The Auxiliary is only one facet in our multi-faceted life styles. In my case, I need to balance the commitments to work (which funds the rest of my activities), family events and activities with three teen-age daughters, the Auxiliary, skiing, recreational boating, spending time with friends and other family members, other volunteer work, and time for myself.

I think we need more time in the day!

Every member of the Auxiliary makes commitments of their own for the things that are important in their lives. Each one of us may rank these commitments in a different order. The important thing is that each of us balances these commitments for our own life. For example, someone with no children living at home may be able to devote more time to activities they enjoy, compared to someone who has four children at home. The important thing is that we balance life's commitments.

We have many members in our division who do a great deal of administrative-type work that does not fit neatly into a cornerstone category. These tasks are also vital to the success of the Auxiliary. Your elected and appointed officers – starting at the flotilla level and ending at the



BY PERRY FIGLIOTTI
DCP-3 D9ER

National level – do a tremendous amount of administrative work to help in both the short- and long-term success of the Auxiliary. Thank you for your efforts.

Please think about the following questions:

1. What is the most satisfying part of being in the Auxiliary?
2. Are you an active member of the Auxiliary and your Flotilla?
3. Have you supported your Flotilla Commander and Flotilla Vice Commander?
4. Have you fulfilled your obligations as a Flotilla Staff Officer?
5. Do you volunteer for tasks when help is needed?
6. Are you interested in running for an elected office?
7. Will you be participating in at least one PE class, VE blitz, as a crewmember, or any other cornerstone this year?
8. Are you only interested in fellowship events?

Thanks to all the members who are actively participating. In today's world, we need all our members to be active in at least one cornerstone (in addition to fellowship) in order to accomplish our ever-increasing roles that are involved with supporting the U.S. Coast Guard.

Commitment and balance is like trying to put containers of small, medium, and large rocks into a single bucket. If we start with the small rocks on the bottom, then put the medium ones on top, and then the large ones at the very top, we are likely to overfill the bucket. However, if we start with the large rocks first, there is now room for the medium-sized rocks to fill in the gaps between the large rocks. Adding the small rocks into the mix, there will be room for the small rocks to fit in the remaining gaps.

What are the big rocks in *your* life? 🌀

If you have an idea for an inspirational or motivational article in this new series, please send it to: EditorNavigator@aol.com