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 DISR, (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 Venezio, DDO; Tom Venezio, VCO; and Manuel Padilla, FC 11-11 all DISR.  Photo by Burt Hurvich, D-AA and DSO-PA 1SR.

Coast Guard Auxiliary Association, Inc.
The Auxiliary Center
9449 Watson Industrial Park
St. Louis, MO 63126

Address service requested
Demarest Illustrations Included in USCG 2006 Art Collection

BY JOEL A. GLASS BC-APN

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 the Cape Cod Jayhawk Auxiliary, 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 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 participate in selecting 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.
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
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, Flight 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 deboarding in and from a small airplane.

Frequently, 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 en route.

Tucknott, who has been a private pilot 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.

The Auxiliary’s District TINR 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
Who Owns the Auxiliary?

S
ome 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 leader-


ship. Whereas each is most certainly a part owner of the Auxiliary, they are merely minority owners. So what major- ity 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 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 impera-


tive that each of us leaves our organiza-


tion 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 change-


s, 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 suc-


cessful. They are:

• Balancing and Blending Missions and focusing your attention on those four major areas.
• 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 secu-


ri ty 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 rec-


ognize that total equilibrium between these two missions is merely a hypothetical state, for each of our units faces unique local chal-


lenges, 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 stra-


gic 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 cul-


tural transformation that has only been accelerated by the events of 9-11 and the recent hurricanes.

Those intense events created a tremen-


dous 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 opera-


tions and direct Coast Guard support are very important and make the Coast Guard Auxiliary unique among boating organiza-


tions. 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 educa-


tion 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 pro-


grams 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 opera-


tional 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 there so there is no confusion: I am not saying that these increases in opera-


tional 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.
Dust Off Your Boots, Podnah!  
An Exciting NACON Awaits Y’All in Dallas

BY TISHA HELMER NCR and COMO CAROL V. URGOLA NACOS

The Westin Park Central will be our hotel and conference center and our special rate is $89 per night.  
There will be time for you to explore Dallas, but please take advantage of all that NACON will offer.  
You are guaranteed to make new friends during the Area Hospitality evening.  Did you ever dream of being a Texas Ranger?  That is our theme for the Friday Fun Night – wear your best boots, cowboy hats and badges!  This year, we will have a trade show with combined Auxiliary booths and outside exhibitors.  And, our exhibits will be on display from Thursday through Saturday during NACON week.

As always, NACON will culminate at the Commodore’s Banquet, where we can expect to be addressed by a big friend of the Auxiliary – the new USCG Commandant, Admiral Thad Allen.

Dallas’ new slogan, “Live Large, Think Big,” describes the essence and vitality of a city built on big dreams, freshly blazed trails and an attitude that all things are possible.  This richly diverse city offers a thriving culinary scene, leading arts district, countless luxury accommodations, professional sports, trendy entertainment districts and endless shopping opportunities.

Dallas offers visitors a unique blend of southwestern warmth, cosmopolitan flair, Old West charm and modern sophistication.  Come see why Dallas is the number one leisure travel and business destination.  Come to the NACON and enjoy the learning!  Here is just a hint of the workshops from which you can choose:

21st CENTURY RBS EDUCATION.  
To effectively reach the recreational boater, the Auxiliary needs to look to state-of-the-art delivery.  Learn about the direction your Education Department is heading with multi-modality delivery, blended courses, online delivery, self-study and other means we are already using and exploring to attract more students.  See how your flotilla can be part of this revolution and how the Auxiliary’s study and other means we are already using and exploring to attract more students.  See how your flotilla can be part of this revolution and how the Auxiliary’s study and other means we are already using and exploring to attract more students.  Come to the NACON and enjoy the learning!  Here is just a hint of the workshops from which you can choose:

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**CONTINUED ON PAGE 10**

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**NATIONAL CONFERENCE 2006 REGISTRATION FORM**

31 August – 2 September 2006
Mail to: Ann Beecher, N-CR, P. O. Box 1147, Lake Dallas, TX 75065-1147.

Early bird registration will be until 31 July. Receipts and confirmations will be mailed by 19 August. **Do not mail registrations to the above address after 31 July.** Email questions to Beech@centurytel.net

Please Print. The names should be written as they will appear on the name tags.

Name:  
Check one: Auxiliarist  Coast Guard  Guest  Other  
District:  
Auxiliary Office: or CG Rank 1st Time Attendee  
Name:  
Check one: Auxiliarist  Coast Guard  Guest  Other  
District:  
Auxiliary Office: or CG Rank 1st Time Attendee  
Name:  
Check one: Auxiliarist  Coast Guard  Guest  Other  
District:  
Auxiliary Office: or CG Rank 1st Time Attendee  
Address:  
City:  State:  Zip:  
Email address:  

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**Payment Options:**

- **Check**  for the total amount with the form.  Make checks payable to CGAuxA, Inc.
- Use Credit card  PRINT CLEARLY ALL ENTRIES BELOW and mail with registration form.

Name: ____________________________________________  
Phone: Day (    ) ________________  |__| Home |__| Work  
Address/POB: ________________________________________  
City, State, Zip Code: ____________________________________________________________  
Member Info: Dist. Div. Flotilla (Required)  
Check type of card  
Expiration Date: MO./YR. __/____  
Signature: ____________________________  
Credit Card Number: ____________________________  

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**To register on-line, go to www.cgauxa.org/nacoindex.html and click on the registration link. Online registrations must be made before August 11.**

**To make reservations at the Westin Park Central in Dallas, TX. Reservations must be made by August 11, 2006. **Note:** the Westin is 100% smoke free. **

Go to www.starwoodmeeting.com/Book/uscg or, if you prefer, the hotel reservations number, 1-888-627-7032. The conference rate is $89.00 plus tax and surcharge per night for one or two people per room. Additional guests will be $20.00 per night per room. The hotel link will also give room amenities, driving instructions and other useful information.

Disclosure statement pursuant to S6115 of the Internal Revenue Code: The value of the goods and services which you will receive for the registration fee is equal to the amount of the fee. Therefore, no part of the registration fee constitutes a charitable contribution.
TRoubled Waters: MEMORABLE Boating MIsShaps, mIsTAKeS AND BlUNDeRers. The most dramatic incidents of maritme 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 why Soundings is published and how it can help the Auxiliary. Most importantly, it reminds us why the USCGAux was formed and why it is so desperately needed in today’s boating environment! Most of the accidents in this presentation could have been avoided!

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

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 public outreach programs, including how 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

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 an effective organization, diversity must be understood. 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 your ability to relate to 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 Deck Watchers 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 6 months. Have you ever wondered what happened to that new member who fell off the radar? We will review how it works, how to identify local speaking opportuni- ties. Also discussed will be our various Youth Outreach Programs, including the resources available (such as Coastie, PFDF Panda, etc.). Lastly, we will also discuss our new National Youth Outreach Program, the Coastie Club (Color Guard program), and how to identify opportunities to use this program in your local community. We will find out how to add spark to your efforts to tell the Auxiliary story.

PRESENTER: The National Public Affairs Department Staff

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. In addition, we will focus on the nuts-and-bolts of 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. 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 your ability to relate to 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.

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* Hollyday is now a member of FL 1-12 D14
California Auxiliarists
Show Their True Colors

Baseball and Color Guard Create a Perfect Palette

STORY & PHOTOS BY ANTHONY TURNER
PPC 11-6 and QEC 11-035R

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, PNSCO 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 RBSVP 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

BY HENRY STAKELY

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 officer, including May 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, May Ruth Bird died suddenly, leaving no one at the Navigator helm. May Ruth had been editor for nine years, and only May Stakely knew the magazine’s editing 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 ‘Its 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 Rolling 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 Lake Norman, NC flotilla. Their home was always a center of Auxiliary training, vessel examination, and good times – especially since it was located on U.S. shores.

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

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

EX-DCO AND WWII ‘ACE’ DIES IN FLORIDA

BY AMANDA G. ARMSTRONG

Mike Quirk from ADM James M. Loy (Ret.), former USCG Commandant and now Deputy Under Secretary for Transportation Security.

Transportation Security.

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

Michael J. Quirk

BY AMANDA G. ARMSTRONG

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 Auxiliary training, and good times – especially since it was located on Pensacola Bay.

Mike and his wife dedicated many hours aboard their facilities, Mbit and Kit. Among Mike’s many sea stories was the time he was crowing for Cocoanut Gene Gunn and they were trying to pass a bearing line to a boat in distress when Gene slipped and fell through the bows 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.

May 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 Yuletiide 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.
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 Hoeltz, Chief, U.S. Coast Guard Office of Boating Safety, congratulated the Auxiliary. “It’s 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.

IN MEMORIAM

COMO George Keefer, DCO-9CR
BELOVED MENTOR TO USCG CUTTER CREWS

BY LYNN VALENTI

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 long-time USCG-qualified helmsman and Auxiliarist COMO George Keefer, DCO-9CR, died in office late last fall of a sudden and vigorous recurrence of cancer.

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Long-Time Auxiliarist Takes
A Journey through Time

USCG Rear Admiral and CGAUX Division Captain Cross Paths at Sea

STORY BY A. W. SPEHAR
PHOTOS BY MIKE BRODEY

As Rear Admiral Kevin J. Eldridge, Commander, 13th 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, 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 continued 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 DI15R. 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 individuals…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 interdiction 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 gazing 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 state rooms, 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 CGSTA personnel and Auxiliarists alike.

At 1330, 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 Graffit, DCP-7, and Station Commander LT Bryan Clampitt. They were signed by CAPT Peter Neillinger, 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.
AUXILIARY TRAINING SAVES THE DAY IN A DANGEROUS SITUATION

By ROGER RULIFSON, Ph.D.

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.

That morning, 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. Everyone involved is fine, thanks to the Auxiliary members at ECU. My bow anchor (large Danforth with two handfuls of sand) was set and I was secure this time, I was ready to go overboard when a combination of wind shift, 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 the site. This morning we had only one, our protocol for gear retrieval was one piece of electronic equipment we had which had become snagged on the very bow anchor (large Danforth with two handfuls of sand) just before a second anchor line just before a second anchor line, which had not completely settled. The port anchor was set and I was overboard when a combination of wind shift, water pressure, and anchor line just before a second anchor line, which had not completely settled. The port anchor was set and I was ready to go overboard when a combination of wind shift, temperature was estimated to be in the low 50s F.

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Gary 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 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.

Our protocol for gear retrieval was one 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 busy, 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. Garry released the anchor and an anchor line just before a second anchor line, which had not completely settled. The port anchor was set and I was overboard when a combination of wind shift, temperature was estimated to be in the low 50s F.

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 be overcome. Garry released the anchor and an anchor line just before a second anchor line, which had not completely settled. The port anchor was set and I was overboard when a combination of wind shift, temperature was estimated to be in the low 50s F.

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 biminis of heavy wet suit. 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 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 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 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.

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. 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. 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. 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. 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. 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. 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. 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.
under my wet suit’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 ship 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-thrum” 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 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 our tested protocol and our attentiveness, calm demeanor, and help made the outcome could have been different. We are deeply grateful to them for their attentiveness, calm demeanor, and help with short notice -- and on a Friday afternoon! We are 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 Andres, Commanding Officer of Air Station Elizabeth City, for the great hospitality during our brief stay.

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 sideline 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 anchor on it as a result of the quick-turning 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 Attentiveness, Calm Demeanor, and help with short notice -- and on a Friday afternoon! We are also, thanks to CAPT Michael J. Andres, Commanding Officer of Air Station Elizabeth City, for the great hospitality during our brief stay.

There are certain interview 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 Import Bond (TIB) program and must be entered as a formal entry on Form CF7301.

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.

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New Federal Reporting Requirements For Pleasure Boat Operators

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 FSA, 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 interview 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 Import Bond (TIB) program and must be entered as a formal entry on Form CF7301.

This article was submitted by Judy Hills, FC 20-4 D55R. Navigator thanks Dr. Rulfson for permission to publish it.

CONGRATULATIONS TO CALDWELL

USCG Auxiliary Aviation Flotilla 10-20 DISR 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 15R; Frank Tangel, BC-GAM; Vince Iannuzzelli, FSO-OP 10-20 DISR; Darryl Lasson, PTC 10-20; and, Mark Sherman, ADSO-AV DISR. Photo by Bill Pritchard/FL 10-20 DISR.
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—a 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, D9S-PV-4CR, Agnes Feldman, SO-PB-16 D9CR, Richard Mitchell, FSO-VE-16-3, myself, and PFD Panda (aka Mark Gingerick, FSO-AN 16-3). Other Auxiliaryists walked alongside the float, handing out more than 1,000 Santy Stickers to children lined up along the parade route. As I drove the float, I heard positive comments from 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 was 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 “Way to Go!” Borgnine, who was in town filming a new comedy, “Frozen Stupid,” considered the merits of a post-acting career in the Coast Guard Auxiliary.

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 contestant 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 16-3, we won a national public affairs award for my project with the Academy 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. 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 D5SR, 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. 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 partnerships 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 fundraising 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 $259,000 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 respondents 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.cgmanoh.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.

YES! I’d like to contribute to Coast Guard Mutual Assistance. My check for $_______ is enclosed.

(Make check payable to CGMA)

Please mail your contribution to the following address:

Coast Guard Mutual Assistance
4200 Wilson Blvd
Suite 610
Arlington, VA 22203
I prefer to contribute by Credit Card

Flatilla Number

Print Name

Street/Apt# 

City, State, Zip Code

Signature (for credit card) 

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.

A PERSONAL VIEW...

Taking Stock in Michigan

A TALE OF TWO LOVES

BY TIM YAW

FC 1B-8 DWNR

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 No. 21 (a Monte Carlo SSL), 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 conventions, 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 premier racing series.] No. 21 has had a stellar season, which will only help to bolster my entry.

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.
Katrina Worries Pile Up for Mississippi Auxiliarists
But Operation Life Ring Rides to the Rescue in Waveland

STORY & PHOTOS BY ROB WESTCOTT
DVC-AX

When Auxiliarist Bruce Dyleski (then FC-33 ENCRD) 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 scattered rubble pile three houses up the block.”

A journal entry by Bruce in late June describes the life that had been lost: “I think our arrival at Waveland to be a most fortunate, and I mean that sincerely. I feel like we are one of the lucky few, to have lost virtually everything.”

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 these: 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 make a find. “The first thing I found of ours was a large decorative plate.” Bruce remarks. “It had been atop a cabinet above our store, 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 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 assistance. It will be particularly needed by members of Floßias 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 McCann — 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 McCann get ready to replace cables and an antenna for the automatic direction finder.

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

ABOVE and RIGHT: Petty Officer Vane McCann begins to maneuver the bucket in order to service the automatic direction finder antenna.
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. The straps of her life vest were snug. 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 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 vest. 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 [F4031-11],” 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 11-5, he continued the Marina’s evolution. Reno purchased two 50-gallon tanks and Carson City donated a trailer for transport 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 Auxiliarists 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 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.”

AUXILIARY
PARATU
SEMPER
NAVIGATOR
- Navigator Spring 2006

Joey Grover gives a ‘thumbs up’ to the water tank.

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

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

`Country’ Grover (left) supervises while Mom and Brother assist child.
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 ‘boaters’ 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 boaties 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, emergency procedures, rules and regulations, and knots. It often is the Kaipara Volunteer Coastguard.

Run out of fuel, get lost, or have your vessel grounded, and you have the Kaipara Volunteer Coastguard out to help you. They are a dedicated group of people who train and equip themselves to offer the Kaipara Harbour boaties their ‘liaison’ on the water.

Throughout our AOR, the Kaipara Volunteer Coastguard has launched the Winstone Rescue, into the Awaroa River at Helensville, NZ.

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

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.
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.

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

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: ckgphoto@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 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:
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