



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

WINTER 2005-2006
VOL. 32, NO. 4

Navigator

AUXILIARISTS GIVE HISTORY
A VESSEL SAFETY CHECK // SEE PAGE 20





Navigator

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2006

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Auxiliary Patrol Works Hard To Rescue Dolphin

BY ALEX MALEWSKI
VFC, 014-01-02

I recently overheard someone grumbling that their patrols are always the same old thing, nothing exciting or unusual ever happens. I have to disagree with that position and a patrol completed last summer will prove me correct.

The routine Safety Patrol of the Central Sector of the Great South Bay on Aug. 21, 2005 started out with a visit to Bayshore Harbor and the nearby canals and rivers. From there we went south to the north shore of Fire Island, stopping in at Atlantique and then east to Ocean Beach. That's when the routine stopped.

We monitored a transmission on Channel 22. Someone was calling Fire Island Coast Guard Station reporting a dolphin just east of the Fire Island Bridge. We immediately reversed course and proceeded to the area in question.

Upon arriving at the scene the crew, consisting of myself, Peter Sullo and Shaun Harman observed a large dolphin swimming just north of the main channel. It was obvious that the dolphin was in distress.

It was almost vertical and its breathing appeared labored. We wanted to protect the dolphin from other boating traffic so we took up a position next to it and kept it between our vessel and a private boat that assisted. Fire Island Station

Auxiliarists try to help keep a distressed dolphin afloat. Photo by Alex Malewski, VFC, 014-01-02



DOLPHIN ► CONTINUED ON **PAGE 4**



To protect a struggling dolphin from approaching boat traffic, Auxiliaries used their facility to give the animal shelter.

Photos by Alex Malewski, VFC, 014-01-02

DOLPHIN ◀ CONTINUED FROM PAGE 3

advised us that personnel were on the way from the Riverhead Foundation for Marine Research and Preservation Rescue Program and directed us to stay on scene with the dolphin.

Over the next hour and a half we kept our vessel between the dolphin and all approaching boat traffic. This became particularly interesting when the outgoing tide took us under the center span of the Fire Island Bridge. A somewhat busy location on a beautiful Sunday afternoon in August! At one point Sullo had to issue a security call on Channel 16 to slow down approaching party boats.

The dolphin would swim to the side of our vessel and allow us to pet it and hold its rostrum (beak). It was obvious that the dolphin was having more and more trouble staying afloat. It would dive to the bottom and rest for a time and resurface and appear somewhat stronger.

We felt frustrated not being able to



help the dolphin and Sullo proposed that we fashion a sling from a towel and dock lines to help keep the dolphin on the surface. We debated the proper course of action. Should we do nothing and possibly let the animal die or should we try to support the dolphin and possibly further injure it, and possibly cause its death?

We opted for action over inaction and

Sullo and Harman immediately started to cut up my favorite beach towel to make the sling. We positioned our boat (a 23 ft. Cobia walkaround) next to the mammal and in effect took it into a side tow. Always fall back on that training.

The dolphin was held in place and we attempted to place the makeshift sling in position. This did not sit well with the

Joel A. Glass Named New *Navigator* Editor

Joel A. Glass has been named editor of *Navigator*, effective with the spring issue. He will also serve in the National Public Affairs Department as BC-APN.

Mike Harris, editor for the last three years, will remain as deputy editor and BA-APN.

Glass joined the Auxiliary in early 1999 at FL-25 D5SR in Leesburg, VA, where he was twice voted Auxiliarist of the Year and elected VFC. He moved last summer to Portland, ME, and is now with FL-21 D1NR after serving as FC at FL 7-16 D7 in Gulfport, FL. Other offices held at various times include FSO-CM, PV, SR and VE, and SO-MS

and PA. He is also a qualified boat crew member.

A licensed amateur radio operator, Glass was an Auxiliary-qualified watchstander in D7, a USCG-qualified watchstander at Station St. Petersburg (FL), and PATON coordinator at ANT St. Pete. He is now actively pursuing qualification in the Trident Program.

In his professional life as a journalist, travel writer and public relations executive, Glass has held various positions at a variety of newspapers, newsletters, magazines, and broadcast outlets, and has written or contributed to a number of travel books. 🚢



dolphin and we abandoned the effort. All in all we felt good about our decision despite its failure. At least we tried although I will miss my favorite beach towel.

Just as we were approaching the sand bar west of the bridge, the Coast Guard 41 arrived with the personnel from the foundation. They, along with the Coast Guard regulars, were outstanding. In no time they had the dolphin in a specially designed sling (somewhat better than our towel) and hauled the mammal on the 41 and transported it to the station.

Unfortunately there was not a happy ending. The dolphin died on the way to Fire Island Station. The dolphin was removed to the Riverhead foundation and tests later showed poor body condition was a likely contributor to the dolphin's death.

There was a lot of good that came out of

this "routine patrol". We were able to standby and protect the dolphin rather than tie up a Coast Guard vessel and crew. We did prevent the dolphin from being hit by a passing boat which no doubt would have resulted in additional pain and suffering for the dolphin and possibly damage to a vessel and injury to its occupants.

On the way back to our home port we even towed a disabled PWC into port.

Further, the director of the rescue program at the Riverhead Foundation for Marine Research

and Preservation has offered the Auxiliary a first response training seminar. The seminar involves general information on the kinds of marine mammals encountered in New York State and covers topics such as first response and safety concerns with rescue and recovery operations.

This will be a great opportunity since the greatest problem that our crew faced was our concern over the proper course of action. We also learned a lot.

Even though we never trained for this type of situation our training in team work, communications, boat handling and seamanship did pay off. We maintained communications with the station and kept the situation under control until the necessary personnel arrived on scene.

I also learned to always bring an extra beach towel. 🚢

Navigator

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Being Part of 'The Little Agency that Could'



COMMODORE
**GENE M.
SEIBERT**
NATIONAL
COMMODORE



In the wake of a record-setting hurricane season there have been several inquiries into what our government did and did not do for the many victims. Most of these have been critical — some virtually scathing

Despite this generally bad press, the Coast Guard has been singled out for “getting it right.” Among other statistics one article in *Time* magazine noted that in Katrina’s aftermath, the Coast Guard rescued or evacuated more than 33,500 people, six times as many as it saved in all of 2004.

Among the questions asked and answered were “So how is it that an agency that is underfunded and saddled with aging equipment — and about the size of the New York City Police Department — makes disaster response look like just another job, not a quagmire?”

This article made several points. Briefly summarized some of the key points included:

- “The Coast Guard has always been, in a word, busy — whether during war or peace ... it is accustomed to engaging with civilians.”
- “But perhaps the most impor-

tant distinction of the Coast Guard is that it trusts itself. On the morning of 9/11, [Vice Admiral Thad] Allen, then Commander of the Atlantic Area, was getting a physical in Portsmouth, VA. By the time he got back to the office, shortly after the second plane had hit the Twin Towers, a captain in New York had already closed his port. Another captain closed waterways around Baltimore and Washington. They didn’t need to ask Allen for permission, and he, in turn, didn’t need to ask his commandant for permission to position three large cutters in New York harbor... That kind of decentralization is essential if a large organization is to move quickly.”

- “On the Gulf Coast, this autonomy and flexibility mattered well before Katrina hit. On Aug. 27, the day before the mayor of New Orleans ordered a mandatory evacuation, the Coast Guard began moving its personnel out of the region. Officers left helicopters and boats in a ring around the area so that they could move in behind the storm, no matter what direction it took.”

- The Coast Guard has a culture that is not averse to taking measured risk.

- The Coast Guard is a model of flexibility and, most of all, spirit.

- The Coast Guard has a philosophy; “Take care of our people and the mission will take care of itself.”

There you have it: “Busyness,” the ability to relate to civilians, trust, knowledge of mission, flexibility, willingness to take measured risks, spirit, and a focus

ON THE WEB

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

on people, are the key attributes of “the little agency that could.”

I would like to believe that the Auxiliary has the same attributes.

We strongly believe that success results from having members who know what is important; who have the right training to do their jobs, have spirit, a sense of empowerment, a willingness to take *measured* risks, and trust in our leaders and our members. Being civilians, we have the ability to relate to civilians.

Your senior leadership and staff crafted a strategic business plan that defined the operating environment, identified key principles, and charted an overall course for the future. This plan was broad in scope and, although several specific initiatives were defined, sufficiently general to avoid micro-management of our districts. In turn, each individual district prepared flexible operating plans consistent with the overall strategic plan to address the particular needs and challenges of their respective geographic areas. More and better training is provided to our members. And we have tried to foster a sense of empowerment.

Now our challenge is to make sure that all of these plans are successfully implemented. These plans are living documents; they set our course; they are a forward look that provides the foundation for our continued success. To be sure, we may need to make some minor course changes and our business plan is updated as necessary. To date, although some details have changed, the overall plan design remains sound — and we intend to “stay the course.”

The principal tasks before us are to follow

the district plans, share lessons learned, and empower and “take care” of our members. I have great trust in our members and hope that you feel the same way.

At the National level, we are actively searching for means to take better care of our members — I have recently tasked our senior leadership to identify specific initiatives that will simplify our bureaucracy and address valid member concerns. We have authorized a streamlined staff structure, increased the quality and frequency of our communications, identified additional valuable and interesting missions for our members, and created improved training materials for our membership and the general public. These are important elements in our strategy to “take care of our people.”

Forms, data entry, and the accuracy and timeliness of our AUXDATA system are issues/problems that we are actively working on. As of this writing we are still evaluating our EZ Form for reporting mission hours. But, whether or not our beta test of the EZ Form is successful, you have my personal assurance that we will continue to work on this problem until it is solved. We firmly believe that “if we take care of our people the mission will take care of itself.”

As we begin our focus on 2006, we must sustain our momentum; we must not lose sight that while many things have and will continue to change, many things have not and will not change — most importantly our continuing commitment to the core values of honor, respect and devotion to duty, and our

SEIBERT ► CONTINUED ON PAGE 10

Opportunities To Make Things Better For The Auxiliary



CAPTAIN

**BARRY
P. SMITH**

CHIEF DIRECTOR
OF THE AUXILIARY



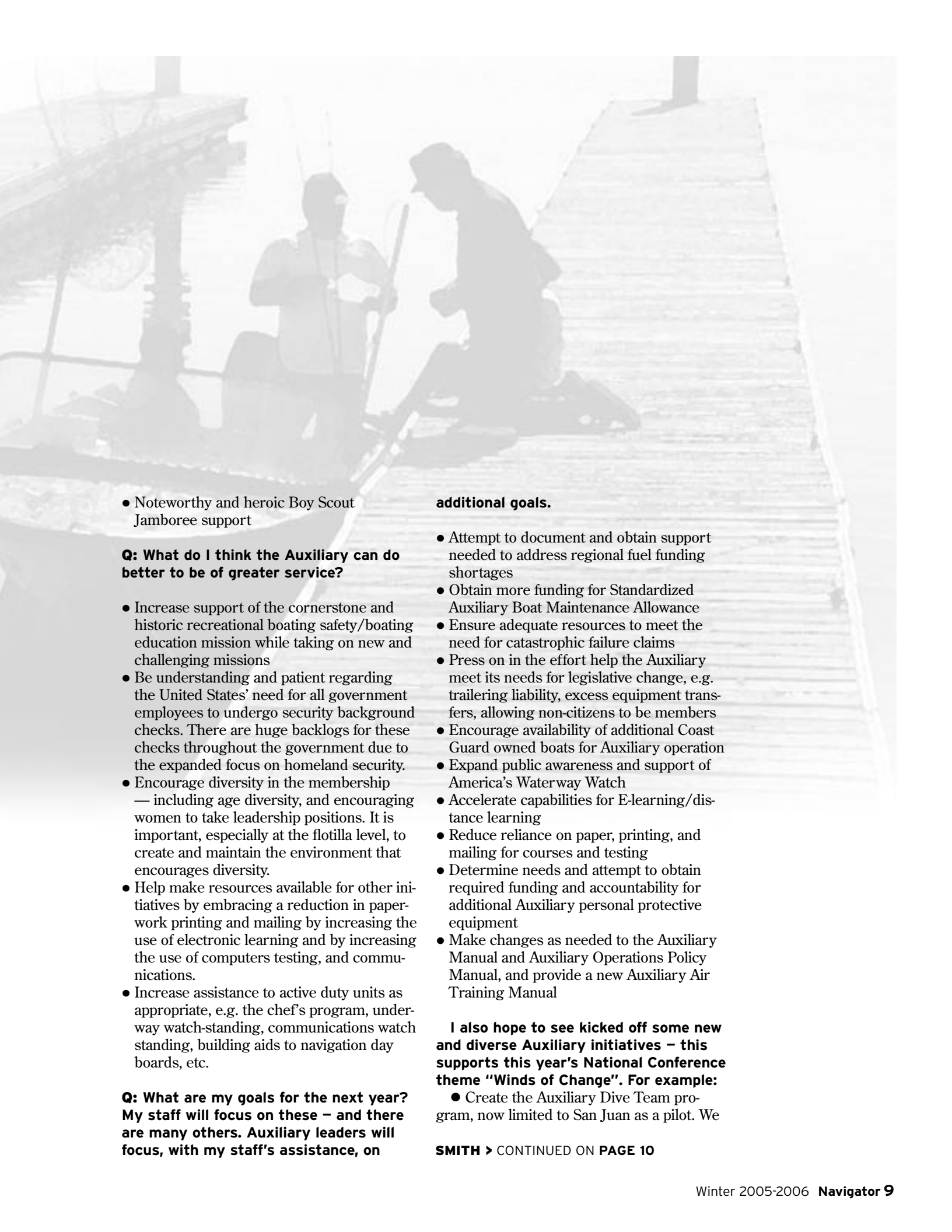
The following is the address I made to the Committee of the Whole at the Auxiliary National Conference held in Orlando, Fla. The address is being presented here in a question-and-answer format. By sharing these comments in the Navigator it is my hope that others not normally privy to these comments may have the opportunity to read them. Thanks so much for all that the Auxiliary has done, and for making my first year as chief director so worthwhile and enjoyable. There are, of course, many challenges ahead — but I see only opportunities to make things better for the U.S. Coast Guard Auxiliary — thus the U.S. Coast Guard. It is an honor to be able to serve all of you — and especially your leaders. Regards — and my thanks to all Auxiliarists.

Q: What do I consider to be the greatest accomplishment of the Coast Guard Auxiliary over the past year?

To have expanded and improved its support to the US Coast Guard and U.S. Government in many existing and new areas despite a reduction of 4000 members due to the challenging and not-so-popular Personal Security Initiative. That's a testimony to Auxiliary leadership and the ability of our membership to rise to meet the challenge.

However, the Auxiliary/Coast Guard team has made other notable accomplishments — examples include:

- Assistance to Coast Guard security efforts by patrolling during political conventions, August 2004 terrorist threat conditions in New York City area and Washington, DC, the G-8 summit, and the Super Bowl,
- Superb post-hurricane response in support of FEMA
- Helping conduct the Marine Manufacturers Association Discover Boating Tour
- Helping solve the sector realignment puzzle and willingly draw new boundaries
- Come up to full speed ahead in support of America's Waterway Watch and becoming a full Maritime Domain Awareness partner
- Executing the International SAR Competition with the Canadians and the Caribbean Volunteer SAR Conference
- Kicking off the Ombudsman Family Programs; the Health Services program, a National Auxiliary Chefs Program and a Videography Corps
- Successfully arguing for the first-ever boat Standardized Auxiliary Maintenance Allowance (SAMA) and obtaining facility catastrophic failure funds
- Putting into use and operating Coast Guard owned boats — including execution of some dramatic rescues with those boats
- Creating Surface and Air standardization teams and using those forums to improve safety, training, and clarification of policy

- 
- Noteworthy and heroic Boy Scout Jamboree support

Q: What do I think the Auxiliary can do better to be of greater service?

- Increase support of the cornerstone and historic recreational boating safety/boating education mission while taking on new and challenging missions
- Be understanding and patient regarding the United States' need for all government employees to undergo security background checks. There are huge backlogs for these checks throughout the government due to the expanded focus on homeland security.
- Encourage diversity in the membership — including age diversity, and encouraging women to take leadership positions. It is important, especially at the flotilla level, to create and maintain the environment that encourages diversity.
- Help make resources available for other initiatives by embracing a reduction in paper-work printing and mailing by increasing the use of electronic learning and by increasing the use of computers testing, and communications.
- Increase assistance to active duty units as appropriate, e.g. the chef's program, under-way watch-standing, communications watch standing, building aids to navigation day boards, etc.

Q: What are my goals for the next year? My staff will focus on these – and there are many others. Auxiliary leaders will focus, with my staff's assistance, on

additional goals.

- Attempt to document and obtain support needed to address regional fuel funding shortages
- Obtain more funding for Standardized Auxiliary Boat Maintenance Allowance
- Ensure adequate resources to meet the need for catastrophic failure claims
- Press on in the effort help the Auxiliary meet its needs for legislative change, e.g. trailering liability, excess equipment transfers, allowing non-citizens to be members
- Encourage availability of additional Coast Guard owned boats for Auxiliary operation
- Expand public awareness and support of America's Waterway Watch
- Accelerate capabilities for E-learning/distance learning
- Reduce reliance on paper, printing, and mailing for courses and testing
- Determine needs and attempt to obtain required funding and accountability for additional Auxiliary personal protective equipment
- Make changes as needed to the Auxiliary Manual and Auxiliary Operations Policy Manual, and provide a new Auxiliary Air Training Manual

I also hope to see kicked off some new and diverse Auxiliary initiatives – this supports this year's National Conference theme "Winds of Change". For example:

- Create the Auxiliary Dive Team program, now limited to San Juan as a pilot. We

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commitment to Recreational Boating Safety, a key component of prevention strategies.

Moreover, what will not change over the next few years is our conscious efforts to balance our missions of Recreational Boating Safety and Coast Guard support with Maritime Homeland Security.

It will be this balancing of missions and resources that is critical to our

continued success. As we began 2005, our mission was to transform the Coast Guard Auxiliary from an organization solely concerned with maritime safety, to one that gives added attention to maritime security. Our intended course was and continues to be one that molds maritime safety and security into *one balanced effort* that will see the Coast Guard Auxiliary in step with the Coast Guard, in providing this country with safe and secure waterways.

In closing, let me briefly address the

“Auxiliary’s Spirit.”

I continue to be impressed with the spirit and “can do” attitude of our members. Whether teaching classes, conducting vessel safety checks, doing surface or air patrols, or assisting the Coast Guard and/or our country in many and varied ways, our members continue to exhibit spirit, energy, and professionalism.

Bravo Zulu to you all. Don’t lose faith, keep working hard, help us to help you, and take pride in being part of the “little agency that could.” 🚢



CAPT Barry P. Smith, Chief Director of the Auxiliary, takes a moment during the 2005 SAR International Competition at Halifax, Nova Scotia to listen to Chief Judge and D9WR OTO, CWO Steve Cabral.

SMITH ◀ CONTINUED FROM PAGE 9

hope to see Auxiliary Dive teams established at other locations – with safety, operational excellence, and value to Coast Guard missions the rule

- Provide limited rotary wing interception training for the Coast Guard as needed and appropriate

- Grow Auxiliary commercial fishing vessel safety training and inspection ini-

tiatives

- Maximize participation in the 2007 Spill of National Significance (SONS) and other contingency planning and exercise execution

And finally, I’d like to promote the Coast Guard Auxiliary as a model of volunteerism — for other nations and other domestic agencies. The entire Coast Guard family and this nation should be proud that this is the BEST volunteer

service — and the model for many others now showing great interest in how it’s done right.

The fact that you are the model for everyone else should be taken as the highest compliment — your contributions, your work ethic, your spirit, and your friendship make you a true national treasure! And I am most proud to be associated with you. Have a great Coast Guard day! 🚢

Applications Sought for Election of National Officers

In accordance with the provisions of the Standing Rules of the National Board of the United States Coast Guard Auxiliary, Article 2, Section 2.1:

- Each individual seeking election to a national office shall indicate, in writing, their intent to be a candidate to the National Commodore no later than 01 June (2006) prior to the election date. This includes the offices of the National Commodore, National Vice Commodore, National Area Commodores, Atlantic East, Atlantic West and Pacific.
- Further note that Article 1, Section 1.4 states: the National Area Commodore-Atlantic Area East [ARCO-AE], the National Area Commodore-Atlantic Area West [ARCO-AW], and the National Area Commodore-Pacific Area [ARCO-P] shall each reside in and be elected from their respective Auxiliary Areas, as defined in the Manual. There shall be no such restriction on the National Commodore [NACO] or National Vice Commodore. [NAVCO].
- The National Commodore shall refer the names of all candidates submitting letters of intent to the Chief Director for verification of eligibility to hold the office sought.
- Upon receipt of verification of eligibility from the Chief Director, the National Commodore will nominate each of these candidates. No later than 01 July, the National Commodore will notify the members of the national board in writing of the names of the candidates nominated for each office.
- **National Chief of Staff (NACOS) and National Directorate Commodores (NADCO) for the offices of Chief, Directorate of Recreational Boating Safety, Chief, Directorate of Operations and Marine Safety and Chief, Directorate for Member Services** – in accordance with the Standing Rules of the National Board of the United States Coast Guard Auxiliary, Article 1, Section 1.3 (b), prior to 01 June in the year that a national election is conducted, the National Commodore will give notice through the Chain of Leadership and Management, posted on the Auxiliary website and printed in the summer issue of the *Navigator* seeking resumes and relevant information from all persons desiring appointment as NACOS and NADCO for the following two years. The resumes and any information the applicant desires to be considered shall be provided to the National Administrative Officer, David Thomas, N-A, no later than 01 August of the current year (2006). Should a person who is currently serving as the National Chief of Staff or as chief of one of the directorates (NADCO) and desires to seek reappointment, they shall provide their resumes and other information to the National Commodore-elect, no later than 10 September 2006.



National Commodore
United States Coast Guard Auxiliary



Flotilla 11-6 5SR members carry an Auxiliary banner leading Team Coast Guard contingency during the Maryland Veterans Day Parade. Photo by Aaron Heiner, Flotilla 11-6 5SR



VADM James D. Hull USCG Retired served as the keynote speaker during opening ceremonies.

Photo by Aaron Heiner, Flotilla 11-6 5SR

Coast Guard, Auxiliary Honored in Maryland Veterans Day Parade

District 5 SR's Flotilla 11-6 (the Frederick Flotilla) acted as host to the Veterans' Day Parade staged by the City of Brunswick, Md. on Nov. 6, 2005. The parade is one of only 20 civic-sponsored Veterans' Day parades recognized across the nation by the Veterans' Day National Council.

Due to the excellent support given to the previous year's parade by the flotilla, this year's parade theme was dedicated as a tribute to the U.S. Coast Guard.

Being the only small town accorded such recognition put the Brunswick parade, the largest in the region, on par with those in major metropolitan areas

such as St. Louis and Chicago, and so the dedication to the Coast Guard was a significant opportunity for public honoring.

Members began to plan for the event more than half a year in advance after Flotilla 11-06 was requested by the city to provide logistical and other support to the parade's organization.

The flotilla parade committee formed by FC Clarence Merriman coordinated the participation of the Coast Guard Honor Guard and drill team, as well as numerous USCG active, reserve, and retired personnel, and also other Auxiliary units. The Coast Guard Drill Team from Alexandria, Va., also dazzled



IPDC & Flotilla 11-6 member Bob Kanagy gives the invocation at the opening ceremonies. *Photo by Jane Merriman, Flotilla 11-6 SSR*



VADM James D. Hull Retired has the honor of leading the Maryland Veterans Day Parade. *Photo by Aaron Heiner, Flotilla 11-6 SSR*



Coastie was a big hit with the kids enjoying Veterans Day festivities.

Photo by Aaron Heiner, Flotilla 11-6 SSR

the observers with their rifle maneuvers.

Dignitaries, such as Retired LANTAREA commander, VADM James Hull, were escorted by the flotilla membership. Indeed, VADM Hull was the keynote speaker of the event and was very pleased with the flotilla's performance in setting up the parade.

The flotilla did double-duty by helping


to organize the commemoration ceremonies and then by organizing and joining the parade itself at the head of a larger Team Coast Guard formation consisting of active duty, reserve, and Auxiliary personnel. Auxiliarist participation was crucial during the entire event. When the Coast Guard Honor Guard was delayed and missed the start, two improvising flotilla members who were

military veterans, Carl Nielsen and Steven Simon, formed a Color Guard and presented the colors at the opening ceremonies.

The Team Coast Guard parade formation also included the flotilla's afloat facilities in tow, owned respectively by Chuck Merriman and Charlie Slick. The flotilla also set up a public affairs booth at the center of the event to distribute safe boating information and recruiting material for the Auxiliary, and in true Team Coast Guard fashion also helped to support the efforts of the gold-side recruiters present.

The event received great attention and had much positive play in the media. Coming on the heels of the Coast Guard's well-publicized rescue efforts in the Gulf Coast, this event was prescient in serving to underscore the significance of the Coast Guard to the over five thousand spectators in attendance.

ADM Hull and the other speakers specifically commented in a laudatory way about the role that the Auxiliary has played in this and other missions.

The efforts of Flotilla 11-06 contributed in a very essential way not only to the dramatic success of this event, but also to the lasting positive impression the Coast Guard made upon the citizens of the Washington D.C. suburban area. In unselfishly devoting many hours of preparation for the parade honoring the service, Flotilla 11-06's members upheld and honored the highest traditions of the U.S. Coast Guard Auxiliary. 

Team Coast Guard Leads Chicago's Thanksgiving Day Parade



The Chicago Thanksgiving Day Parade also featured both Coast Guard and Coast Guard Auxiliary patrol boats. Auxiliary personnel in the parade were from Divisions I, II, and III of 9th Western District. The Auxiliary and Coast Guard personnel marched and rode in the parade despite below-zero wind chills.

Active Duty Members, Auxiliarists Devote Time For Color Guard Duty

BY RICH GODFREY,
FSO-PA Flotilla 2-12 9WR

Parade fans are used to watching the color guards of the various branches of the service leading the way. But people lined up to watch last year's Thanksgiving Day Parade in Chicago had an unusual treat — Watching Team Coast Guard coming down State Street.

In fact, the name and image of Team Coast Guard are being conveyed to millions of people through nationally televised events and other appearances by the U.S. Coast Guard Auxiliary Division Two, 9-WR Color Guard of Chicago.

Begun in 2003, the Division Two Color Guard has appeared in two nationally telecast holiday parades in downtown Chicago, along with other Coast Guard and Auxiliary units, as well as additional presentations including a Memorial Day parade and 9-WR district conferences.

Audiences for the holiday parades in Chicago were estimated by the Chicago Festival Association at 350,000 on-street viewers, 1.5 million persons in Chicago area TV audiences, and tens of millions on nationally syndicated TV.

The Division Color Guard is comprised of both Auxiliary and active duty Coast Guard members.



Team Coast Guard received national publicity when the Chicago Division Two Color Guard of 9th Western and other Auxiliarists from the district and members of the Coast Guard appeared in the Chicago Thanksgiving Day Parade. The parade was viewed by an estimated 350,000 persons lining the streets and tens of millions more watching on national television.



Members of the Color Guard, left to right, are Donna Manella, Terry Edwards, Eileen Wisockis and Christine Grundeman, all from Flotilla 2-12, Chicago.

The Color Guard led units in the parades which included both Auxiliary and Coast Guard members, patrol boats and land vehicles. Last November's Chicago parade was not without hardship as some Color Guard members suffered frostbite from the below-zero wind chills.

The Division Two Color Guard was started in November, 2003, by Flotilla 2-12 member William (Terry) Edwards, a Marine veteran who felt that the Auxiliary should have a color guard equivalent to the level of excellence of Marine Corps color guards.

The U.S. Marines were enlisted to help and Edwards was able to secure the assistance of the Color Guard sergeant of the Second Battalion, 24th Marines, 4th Marine Division to provide instruction at the Division Two Color Guard's first two practices. From that point on, Edwards took over direction of the unit.


Currently, there are seven active members of the Color

Guard: Edwards, Eileen Wisockis, Ken Wolgemuth, Christine Grundeman, and Donna Manella, all of Flotilla 2-12; and active duty Coast Guard members Dave Weiss and Adam Hirsch, both of USCG Station Wilmette, IL. Four members are required for each appearance.

Extensive practice was required before the Color Guard was ready for its first appearance. The members practiced for about three hours, two or three times a month for 13 months before they felt they were ready.

"Although we were asked many times to make presentations, I would not let it happen until I felt we were as good as any Marine Corps Color Guard," said Edwards. "And I believe we are."

Equipment for the Color Guard, including mock M-16 rifles, flags, belts, and aiguillettes, was financed by Auxiliarists' donations. Total cost to date is approximately \$800. Service dress blue uniforms with combination caps are provided by each member of the Color Guard.

"Future plans," said Edwards, "are to remain as sharp as we are, to recruit a few more members who have a military bearing, and to strive to excel representing Team Coast Guard wherever we appear." 

Coast Guard Auxiliary Helps Monitor Water Quality of Greater Huntington-Northport Bay Complex

BY HANK FOGLINO
DVC-EM

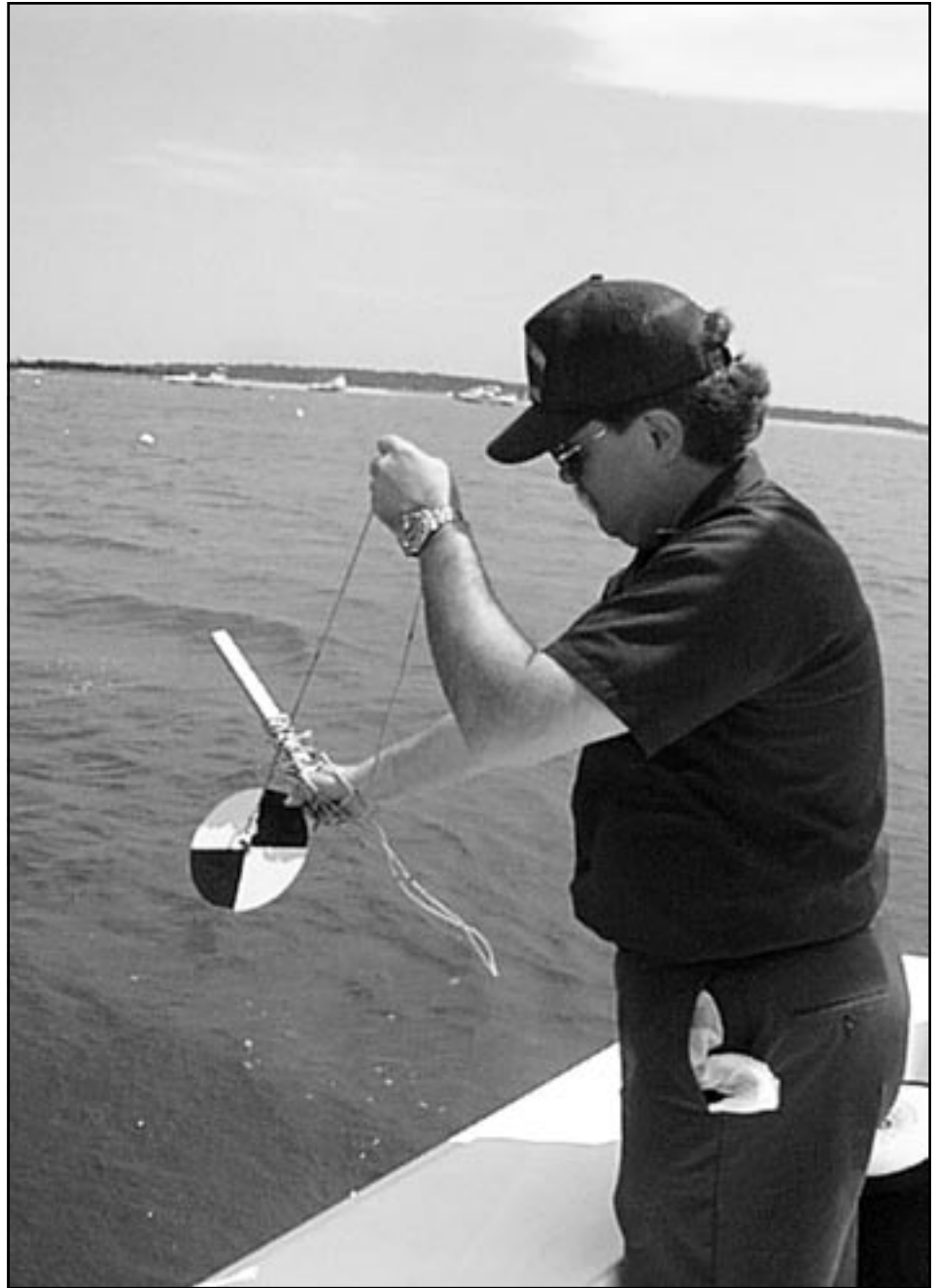
While on patrol in Huntington Harbor last summer, Auxiliary facilities from Flotilla 22-01 participated in a project to monitor the quality of waters of Huntington Harbor on Long Island's north shore.

When passing a designated station, the vessel would stop, take water samples, lower a device to determine light penetration and note the current meteorological conditions. The water samples were analyzed to determine certain parameters defining water quality and at the end of the patrol the data was sent to scientists at the marine center of the Vanderbilt Museum at Centerport, N.Y.

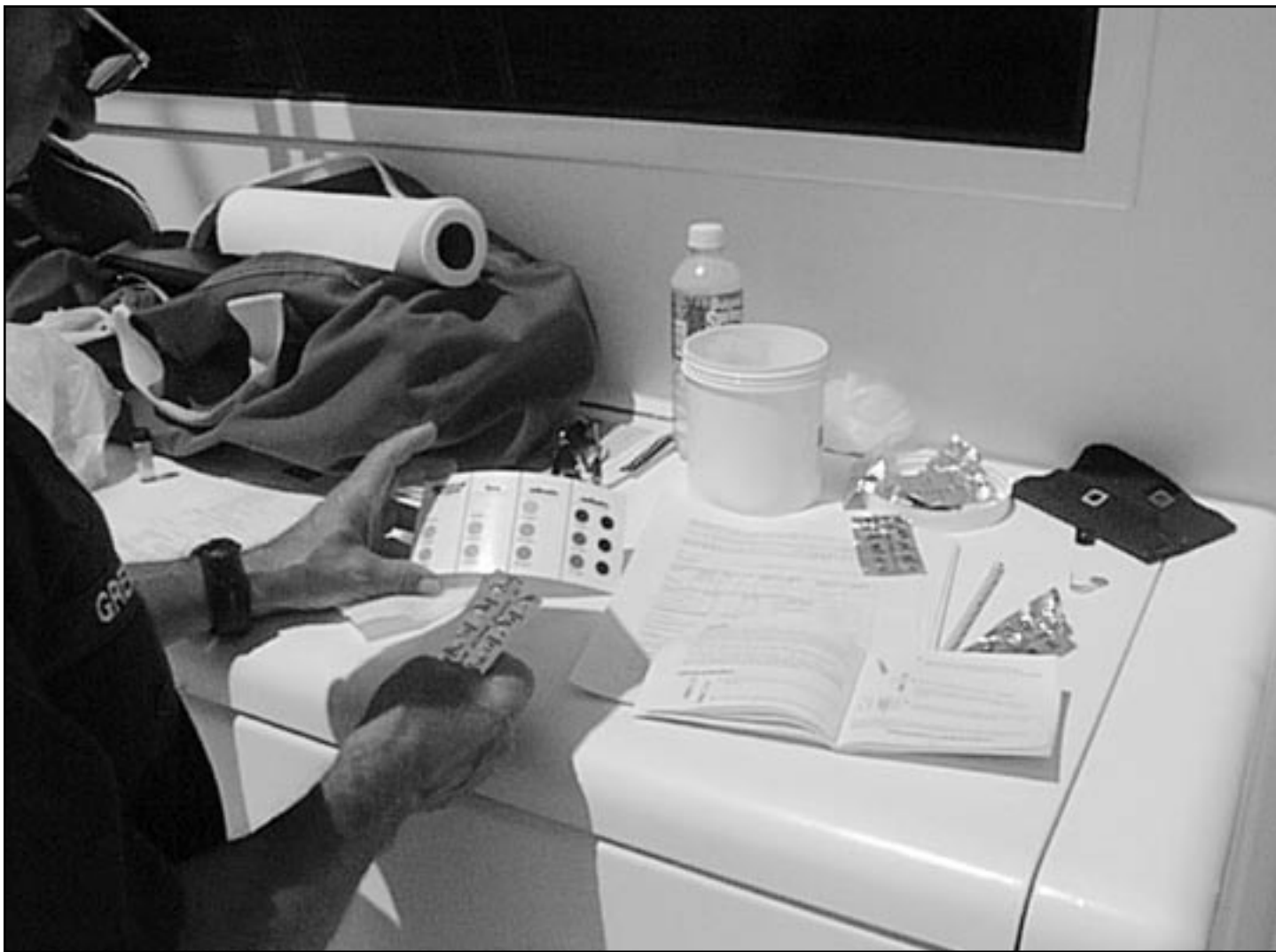
The vessel and crew were participating in a volunteer water quality monitoring program named "Water Logging." This program was developed by the Cornell Cooperative Extension (CCE) Marine Program during the 2003 summer and fall seasons through a grant provided by the Fairleigh S. Dickinson Foundation Jr. Inc. in cooperation with, CCE, the town of Huntington, Suffolk County, and other volunteer groups around Long Island Sound.

It is an important component of its efforts to maintain the ecological balance and productivity of the Huntington-Northport Bay Complex, and to increase public awareness of local water quality. Ms. Ailene Rogers and Dr. M. Sclafani, with the marine program at the Suffolk County Vanderbilt Museum, designed and planned the outreach monitoring program.

The members of Flotilla 22-01 often patrol Huntington and Northport Harbor during the summer to position themselves and their vessels should the Coast Guard require their participation. In the Spring of 2005, this writer was a branch chief of a National Educational Committee concerned with the marine environment and



Auxiliarist Rick Kinch prepares to check the line attached to a Secchi Disk before going on patrol. The depth at which it disappears from sight is recorded and denotes the maximum depth of light penetration and is a measure of water turbidity



Some of the equipment utilized to measure the chemical content of the water samples.

thought the Auxiliary could cooperatively support the effort.

After getting concurrence from the division chief, Ms. Rodgers was asked to give a presentation to the coxswains of Flotilla 22-01. She described the program and demonstrated the equipment which was used to gather the data. Several coxswains volunteered to take data while on patrol.

The flotilla was assigned two locations, one about 100 yards west of the entrance to the Eaton's Neck Coast Guard Station and one at the head of Lloyd Harbor. Data was taken at "times of opportunity", i.e., when the vessel was at the location during its sortie. The collection and analysis took approximately 15 minutes. Various chemical parameters of the sample, were measured including dissolved oxygen, salinity, nitrate and phosphate content.

This was done using indicator materials that when soaked with the sample changed color to indicated the amount

of the test material in the water sample. Light penetration, which is a function of turbidity, was measured with a Secchi Disk. Water temperature and meteorological factors were also noted.

The information was recorded on standardized data sheets and sent to the Vanderbilt Marine Laboratory the following day.

Operations in 2005 went very well with data being collected on various patrols. The data is currently being analyzed and the results will be published in 2006.

There will be significant improvements during the 2006 program by applying "lessons learned" and the possible availability of future grants.


Among the improvements will be the sampling technology. The current equipment has some shortcomings in as much as it was designed for a more stable environment than a vessel at sea.

There is a strong possibility that we

will be provided electronic monitoring equipment with the various sensors mounted in a case that can be lowered over the side and readings taken with on deck instrumentation.

This will decrease the on-station time, make it easier to create a profile of parameter measured as a function of depth and facilitate the acquisition of more data per unit time.

The results of this program will enable scientists to maintain a watch on the "health" of the harbors by having first hand data re: which parameters are changing and to determine the cause.

Once accomplished corrective actions may be taken to remedy any water quality problems. Also in the future, the program may be extended to other harbors in Long Island Sound. Further information is available on the Water Logging Website www.cce.cornell.edu/suffolk/waterlogin/home.htm. 

Utah Auxiliarists Spearhead Multi-Agency SAR Exercise



OPEX Chairman Tony Diamond explains the "incident" at the SAR briefing. *Photo by Mart Gardner.*

The State's Four Flotillas Average 90 SARs Per Year

BY JOYCE BELL, SO-PB
Div. 7, 11NR

The initial reaction a Utah Auxiliarist often gets from the public is, "There's no Coast Guard here, is there? What do you do in the desert?"

While the first statement is correct, members of Utah's Coast Guard Auxiliary find plenty of things to "do in the desert." Utah may be high-mountain desert country, but it has a myriad of lakes and reservoirs, all of which host recreational boaters of all kinds.

There are 80,000 registered boats in the State of Utah, and they're like recreational boaters everywhere. They break down on the water; they become stranded or capsize in inclement weather, and they get lost.

With no Coast Guard, and with state Park Rangers stretched thin between the waters and park lands surrounding them; Division 7 Auxiliarists have many opportunities for on-the-water assistance. There are four flotillas in Utah with a total membership of about 105 Auxiliarists.

Because there is no active Coast Guard and no commercial salvors in Utah, Auxiliarists get lots of opportunities to be involved in assists.

During the past four years, (2002-2005) Utah flotillas averaged 90 SAR cases per year, assisting an average of 301 persons with an average of \$1.57 million in property saved per year. The boating season in Utah is usually mid-May through mid-September.

To continuously hone already-learned

skills as well as learn new skills Division 7 sponsors an annual Operations Exercise. This Operations Exercise is designed not only to train and qualify new crew and coxswains, but to give previously-qualified crew and coxswains opportunities to practice their skills. August 2005 at Strawberry Reservoir was no exception.

Under the direction of Committee Chair Tony Diamond, "August 2005 Strawberry OPEX" planned and hosted a multi-agency SAR exercise. The scenario revolved around a group of five fishermen whose boat hit something in the water, broke and capsized. Four of the five managed to swim to shore. Exhausted, three remained on shore while the fourth walked out for help.



Auxiliary vessel provides information as special dive team prepares to search for the missing person. *Photo by Richard Hoelle.*

The Wasatch County Sheriff's department was notified. They set up an Incident Command Center and called for assistance from the U.S. Coast Guard Auxiliary and the Civil Air Patrol.

The Coast Guard Auxiliary and Civil Air Patrol established communications facilities adjacent to the Incident Command Center, and a representative to work in the command center. Then they deployed search facilities in the water and in the air.

The aircraft were able to spot remnants of the "capsized boat." A special Wasatch County Sheriff's dive team was sent to the site to locate and retrieve the "missing boater," while two Auxiliary facilities provided a security screen for the divers.

Another aircraft located the "fisherman victims" who had made it to shore. The aircraft radioed their location to the Command Center, which dispatched an Auxiliary vessel to pick them up. A "SAR medical team" met them at the dock for "evaluation."


Officials from the Utah State Department of Public Safety, Office of Emergency Management observed the exercise and conducted a debriefing session when it was completed. Participants learned the value of communication among all agencies. Communication obstacles were encountered because each



Civil Air Patrol cadets, posing as "lost fishermen" are recovered from the shore and transferred to a vessel to be transported to the dock. *Photo by Mart Gardner.*

entity has its own comms system and frequencies, which didn't match at all.

The outcome — it takes some work and planning, but ways can, and were, found to overcome that communications hurdle.

The general consensus from everyone involved? Let's do it again — perhaps more often than once a year. Working together, Utah volunteers create a very effective air, land and water rescue team. 

Aim for the Stars –



YOU JUST MAY GET TO *JUPITER*!

GRETCHEN RAICHLE,
FSO-PV, Flotilla 4-11, 5NR

Historic Tug's
Safety Check
Offers a Chance
for Good Auxiliary
Public Relations

Finding a different and fresh approach to publicize the missions of the Auxiliary may literally be starring you in the face. This was certainly the case for Auxiliarist Ralph Onesti, FSO-PS, Flotilla 4-11, 5NR.

We've all heard or said the words. "When opportunity comes knocking, be ready." "Think outside the box." "You never know what lies around the next bend." "Take the road less traveled." You get the idea.

Onesti has promoted vessel safety checks while teaching many boating safety navigation classes, having both merit and its share of positive results. Recently, however, this practice resulted in something quite novel and presented the perfect opportunity for a unique Vessel Safety Check (VSC) experience and public awareness of Auxiliary missions. ▶ CONTINUED ON **PAGE 23**



OPPOSITE PAGE:
Tug JUPITER arrives
at the Delaware
Riverfront Ramble in
Essington, Penn.

*Photo by John Webster, VFC,
Flotilla 4-11, 5NR*

LEFT: Ralph Onesti,
FSO-PS, in JUPITER's
wheelhouse, displays
one of the tug's PFD,
Type IV, throwable
devices.

*Photo by John Webster, VFC,
Flotilla 4-11, 5NR*

RIGHT: Engineer John Gerry discusses JUPITER's many transitions with Harold Robinson, DCP 4, and Jan Monroe, VCP 4. Hearing protection is necessary due to the noise level in the engine room. Photo by John Webster, VFC, Flotilla 4-11, 5NR



BELOW: JUPITER's Captain Kevin McKinney accepts paperwork from Harold Robinson, DCP 4, and Ralph Onesti, FSO-PS, as crew member Chris Richards observes from a distance.

Photo by John Webster, VFC, Flotilla 4-11, 5NR



◀ CONTINUED FROM **PAGE 20**

At the completion of a navigation class Onesti was approached by a student, Robert Conroy, the crew coordinator for tug JUPITER, in hopes of enlisting his talents as part of its all-volunteer crew.

The historic, 1902 iron tug is operated by The Philadelphia Ship Preservation Guild (PSPG), a not-for-profit 501c (3) corporation dedicated to preserving and maintaining historical vessels. Currently owned by the Penns Landing Corporation, JUPITER represents a vital part of the maritime history there.

It was built in the Philadelphia ship-

yard of Neafie and Levy, weighs 147 gross tons, and has a 22 ft. beam and a 9 ft. draft. Originally built for Sacony Vacuum Company (Sunoco), and named Sacony #14 she worked New York harbor. In 1939 she returned home to the port of Philadelphia, was purchased by the Independent Pier Company and renamed JUPITER.

Onesti posed the idea of a VSC for JUPITER at the next flotilla meeting, as a venue for publicity, while taking part in the planned Delaware Riverfront Ramble in Essington, Penn. on Sept. 24, 2005, at West End Boat Club. In turn, Robert Conroy introduced the idea to the PSPG

who were very receptive. Since JUPITER is now documented as a recreational vessel and no longer a working tug, the vessel would undergo the normal rigors of a VSC for this "honorary" exercise.

Since the event was highly publicized by the Delaware County Chamber of Commerce, the flotilla would also make use of the exposure by including a vessel safety check booth, displaying materials, and providing applicable discussion of all missions.

The day of the inspection was a picture perfect day and JUPITER was

▶ CONTINUED ON **PAGE 24**

BELOW: Harold Robinson, DCP 4, and Jan Monroe, VCP 4, on the aft deck, check the tug's PFD lockers.

Photo by John Webster, VFC, Flotilla 4-11, 5NR



BELOW: Ralph Onesti, FSO-PS, displays JUPITER's copy of the Navigation Rules.

Photo by John Webster, VFC, Flotilla 4-11, 5NR



LEFT: Harold Robinson, DCP 4, and Jan Monroe, VCP 4, in the wheelhouse, check dates on the flares.

Photo by John Webster, VFC, Flotilla 4-11, 5NR

◀ CONTINUED FROM **PAGE 23**

dressed up in her colors with ensigns flying. Onesti took advantage of an invitation to make the short, one-and-a-half-hour trip at 6 knots, journeying from Philadelphia to Essington. Talking with Captain Kevin McKinney and crew members along the way, he learned that during WWII, JUPITER had been the first to catch the lines of the USS NEW JERSEY during her launching. She had also towed the USS SAN FRANCISCO, at war's end, to the Philadelphia Naval Shipyard.

Vessel examiners, John Webster, VFC, Jan Monroe, VCP 4 and Gretchen Raichle, FSO-PV, of Flotilla 4-11, with Harold 'Robby' Robinson, DCP 4 were at the dock to greet JUPITER. This was to be a 'first' for most, never having been aboard a tugboat, and never having experienced the sights, sounds, smells and close quarters that had been the norm for her various crews for over the last 103 years.

Permission to come aboard was granted by Captain McKinney, and so our work (and fun) had begun. Under the watchful and curious eyes of the crew,

VEs went about checking each requirement. VEs quickly learned to lift their knees and duck their heads when navigating in and out of each compartment and through narrow passageways.

The engine room was of great interest to all, having been converted from coal and steam to a diesel engine in 1949. Engineer John Gerry was more than happy to comply as we listened intently through our protective headgear.

Having passed all her necessary requirements, JUPITER was given its

▶ CONTINUED ON **PAGE 26**



ABOVE: JUPITER passes! Ralph Onesti, FSO-PS, applies the tug's VSC sticker as Harold Robinson, DCP 4, assists from below.

[Photo by John Webster, VFC, Flotilla 4-11, 5NR]

RIGHT: Ralph Onesti, FSO-PS, demonstrates the intricacies of negotiating one of Jupiter's challenging access ways.

Photo by John Webster, VFC, Flotilla 4-11, 5NR





LEFT: Ralph Onesti, FSO-PS, and Harold Robinson, DCP 4, in the wheelhouse, go over JUPITER's documentation papers. Photo by John Webster, VFC, Flotilla 4-11, 5NR

BELOW: Enjoying the view from what JUPITER's crew affectionately calls the 'Streisand Deck', from L to R; John Webster, VFC, Gretchen Raichle, FSO-PV, Harold Robinson, DCP 4, Jan Monroe, VCP 4, and Ralph Onesti, FSO-PS.

Photo taken by a JUPITER crew member



◀ CONTINUED FROM PAGE 24

decal, Captain McKinney received a copy of the paperwork, and we all came away with an unspoken respect for JUPITER and its history. With the full intent of providing a service and creating awareness, we had also been the recipient of something truly unique.

As a plus to this already beneficial venture, one of the crew, fourth-generation tug boater 14-year-old Chris Rickards, son of Scott Rickards, expressed interest in the AIM program and was sent information on the program.

The vessel safety check booth received many visitors and afforded the opportunity to answer questions, provide information, demonstrate boating knowledge and create a few more safe boaters.

The Philadelphia Ship Preservation Guild was truly pleased with the day's events and has encouraged future interactions with the Auxiliary.

What can only be described as a win-win situation for all began with a simple diversion from the ordinary.

If maritime history plays an important role in your area there may be an organization or museum that would support a similar activity. Take a look at what your area has to offer and choose a different approach and create a unique experience. You just never know... 🦋

RIGHT: Harold Robinson, DCP 4, and Gretchen Raichle, FSO-PV, discuss Vessel Safety Checks and boating safety issues with event participants. *Photo by John Webster, VFC, Flotilla 4-11, 5NR*



ABOVE: Ralph Onesti, FSO-PS, in the engine room, viewing JUPITER'S hull numbers. *Photo by John Webster, VFC, Flotilla 4-11, 5NR*





Escorted by a U.S. Coast Guard SAFE boat the naval sail training ship CUAUHEMOC from Mexico heads for the Tall Ships Festival. *Photo by Lee Warnaca*

TALL SHIPS ON PARADE:

Festival Safety Patrols Give Auxiliaries a Few Tense Moments

BY LEE WARNACA
Flotilla 35 D-13

With just days before the Tall Ships were to arrive at Tacoma, Wash., a request went out for Auxiliary facilities to assist the Coast Guard with safety patrols during the Tall Ships Festival to be held from June 30 to July 4, 2005.

The patrols were to include the Parade of Sails and the Fourth of July fireworks show. The request for Auxiliaries came seven days prior to the event. Not much time to prepare, but this is not unusual these days. Coxswains Lee Warnaca and Russ Powell quickly responded by volunteering for the Parade of Sails event on June 30.

Then on June 27, The Department of Homeland Security/ Coast Guard added rule 33 CFR Part 165 to the Federal Register establishing temporary moving safety zones around the Tall Ships from June 30 to July 4. This gave patrol facilities the power to enforce a 50-yard safety zone around the sailing vessels. These zones were to be kept clear by the 56 event security picket boats. We were to soon learn that was wishful thinking.

Our day started at 8 a.m. at the dock. The day was clear and sunny with little wind. The crews were all smiles. (Little did we know that Murphy's Law was

TALL SHIPS > CONTINUED ON **PAGE 28**

also in action.) On board were George Stephenson from FL 35 D-13, Ray Bedford from FL 45 D-13, and backup coxswain Walter Davis visiting from FL 12-5 D-11N. Davis asked to come along and his help was gladly accepted.

After a crew briefing laying out all the information, I assigned stations and radio watches. We stowed the gear and made ready for sea. Our departure time was set for 9:30 a.m. We warmed up the engines of our facility, GRUMPY LOU II, notified the Coast Guard that we were in service and headed out in the waterway towards the bay.

At 10 a.m., about 1,000 feet into Commencement Bay, crew member Ray Bedford spotted a boater in distress off our port quarter. After notifying the Coast Guard, we went to assist the boater. He was adrift, had taken on some water but was in no risk of sinking; his engine was out and he was about to drift into a Naval Reserve Pier.

After assessing the situation, GRUMPY LOU II took the boat in a side tow and made for the nearest marina, about 1000 yards away. We continued on patrol after receiving a heartfelt thanks from the owner and his wife.

I again notified the Coast Guard and headed for our assigned patrol area. Once on scene, we came upon a sea of boaters somewhat reminiscent of the landings of D-Day. The operational information said that 4,000 recreational boaters could be expected for the entire event. One could almost walk from boat to boat.

USCGC WAHOO was the PATCOM. After meeting with a Station Seattle fast boat, we were teamed up and assigned to the CUAUHEMOC from Mexico. Russ Powel was assigned to the Russian ship PALLADA which was to be the last ship in the Parade of Sails.

I was stationed off the Port bow and the Coast Guard fast boat was on the starboard bow. The parade started about 12:30 p.m. with vessels leaving their overnight moorage in Quartermaster Harbor, sailing into Commencement Bay along the waterfront from Point Defiance to the Thea Foss Waterway in Tacoma.

With the 56 picket boats in place and sailing vessels starting to move, we became aware that something was



The 270-foot CUAUHEMOC, a three-masted barque named after the last Aztec emperor, makes its way into the harbor. *Photo by Lee Warnaca*

wrong.

The number of boaters was amazing; some were in large boats, others in kayaks, rubber rafts, and even a homemade raft with two recliners and a pedal-powered paddle wheel. If it could float, they were there and in the way.

There was no clear path for the parade vessels to proceed and they had to work weaving in and out of the crowd. As most of these were smaller sailing vessels, they were able to maneuver, but the two ships to which we had been assigned did not have that capability.

The 270-foot CUAUHEMOC and the 356-foot PALLADA had to have a clear

path. The Coast Guard and the Auxiliary started clearing a safety zone around the two ships. Things were starting to go pretty smooth when the call came in from the event security coordinator, Pete Bare, who also happened also to be an Auxiliarist, as were many of those on the picket boats.

Boaters were not complying with requests to clear a path for the parade vessels and the boats were stopped. My Coast Guard partner on the starboard side was requested to go clear the course leaving the Auxiliary crew of the GRUMPY LOU II in charge of keeping the safety zone around the



Walter (Bud) Davis, left, and Ray Bedford are all smiles about being part of the Tall Ships Festival. Davis flew in from San Francisco, CA to be part of the event, while Bedford makes Bremerton, WA his home. *Photo by Lee Warnaca*

CUAUHTEMOC clear.

As coxswain, I maintained slow rotations around the vessel with George Stephenson keeping a watchful eye. Ray Bedford and Walter Davis used loud hailers to clear boaters out of the path and safety zone. It seemed that boaters felt that they could pull directly in front of the moving vessels to get that perfect picture with no harm done. This was a constant battle.

Members of the Tacoma Fire Department came along side on PWCs and asked if we wanted help. We gladly accepted, and asked them to clear the path. They did so with great skill.

Things were going smoothly when the event security coordinator called the

WAHOO again requesting assistance. It seemed that the course closed up behind my escorted vessel, and the Russian ship had no clear path; he requested a Coast Guard boat to attempt to clear it.

The radio went silent for the first time that day.

It became apparent that we had a problem. I contacted the Coast Guard and informed them that I could make a quick run back to the PALLADA and return, clearing a path without jeopardizing my mission.

The WAHOO replied that whatever I could do would be appreciated. I made contact with the Tacoma firefighters and asked if they could keep the zone clear for about two minutes.

They agreed, and we turned the GRUMPY LOU II around and made a rather quick run back to the PALLADA with loud hailers sounding off. Soon a clear path was established and we

returned to our assigned position.

With help from the state Fish and Game Department, the Tacoma Fire Department, the Sheriff's Department and tribal police, boaters finally got the message.

We made it past the waterfront packed with spectators cheering and cannons booming to the pier where CUAUHTEMOC was to be tied up. Before our eyes was a most impressive sight. The pier was lined with the crew of the USS ABRAHAM LINCOLN in dress whites at parade rest. They handled all the lines for the CUAUHTEMOC and the incoming PALLADA.

Just before 5 p.m., with both escorted vessels tied up, we were told that we could stand down. The Coast Guard thanked the Auxiliary for its participation and professionalism on the radio. Our response was a simple "any time" back to them. 🚨



Coast Guard crew members, Auxiliarists and Air National Guard helicopter get ready for a joint downed-pilot rescue exercise. *Photo by Phil Warner*

Air and Sea Exercise:

Auxiliary Members Drill With Coast Guard, Air National Guard Units

BY RICK ROBINSON
FSO-MS, SO-PA 18

Division 18 had the unique opportunity to work along side both the Coast Guard and Air National Guard in August. Though the Auxiliary will often have the privilege of working with the gold side, it's rare that Auxiliary members get the chance to drill simultaneously with another branch of the military.

The 106th Rescue Wing of the ANG, located in Westhampton, N.Y. needed to train their helicopter pilots in rescuing downed pilots and air crewmen and hoisting them out of the water. This same ANG unit has seen action in Iraq.

The 106th drilled for two days with the assistance of Coast Guard Station Shinnecock, using their 41-foot UTB. In order to prevent fatigue among the Coast Guard personnel and allow them to maintain SAR availability, it was necessary to use the Auxiliary to provide a vast safety zone around the operational area for Air and Sea crews.

Division 18 has an established history with CG Station Shinnecock and jumped at this golden opportunity to drill with the 106th, providing two crewed vessels from Flotillas 18-03 and 18-06.

As these drills would be all-day affairs, the two flotillas divided into two shifts, with 18-06 taking the morning and 18-03 commencing after noon. These shifts lasted four hours.

Flotilla 18-06's patrol vessel was crewed by Vin Pica and Lou Chrisomalis, with Pica as coxswain. Chrisomalis is

EXERCISE ► CONTINUED ON **PAGE 32**



The Auxiliary facility ALICE prepares to get underway for the joint exercise operation. *Photo by Phil Warner*



Flotilla 18-06 facility vessel 252384 heads out for the rescue exercise.

Photo by Vin Pica



John Vlcek takes the helm while Rick Robinson stands in the bow to watch traffic.

Photo by Phil Warner



Air National Guard pilots from the 106 Rescue Wing get into a raft that will take them out into the bay for the day's rescue exercise.

Photo by Phil Warner

EXERCISE ◀ CONTINUED FROM PAGE 30

currently a certified boat crewman at Station Shinnecock. Flotilla 18-03's crew consisted of John Vlcek, Rick Robinson and Allen Goodman, with Phil Warner as coxswain and operational photographer.

Goodman and Warner are both Navy veterans, but Warner also has the distinction of serving in the Coast Guard Reserve at Station Shinnecock. Vlcek is also a current certified boat crewman at the station.

The exercise was conducted by loading up the 41-foot UTB with up to 10 ANG pilots and air crewmen wearing standard Air Force issue inflatable PFDs over their flight suits and taking them out to the middle of Shinnecock Bay.

Once there, a small inflatable raft would then take them away from the boat and drop them into the water, one or two at a time to await extrication by hovering UH-60 Black Hawk helicopters.

There were several Black Hawks and each took their turn hovering over their targets, lowering the slings to the "downed" pilots who were then assisted



Auxiliarist Allen Goodman, left and John Vlcek keep an eye on things. *Photo by Phil Warner*

by a rescue swimmer into the slings. Once hoisted aboard, they'd be flown away to safety and begin the drill all over with the next Black Hawk, downed pilots and air crewmen.

Back at the station, Auxiliarists had

a chance to observe another drill for the pilots and air crewmen dealing with deploying and entering an inflatable life raft in the station's basin. They also had to familiarize themselves with the survival and raft repair kits included with



the life raft.

The boating public was also intrigued by this exercise and would often attempt to get a closer look by nearing the restricted safety zone, but the Auxiliary vessel on patrol would have to politely advise them of the potential safety hazards and request that they stay out of the designated safety zone.

In all encounters, the boaters understood and cheerily complied. As this took place during the busy boating season, Auxiliarists had to keep a sharp lookout, particularly for smaller craft like kayaks. Alternating on and off and using binoculars, all lookouts were able to spot potential hazardous entries into the safety zone and advise the coxswain for interception maneuvers.

Along with the UH-60 Black Hawk rescue operations, Auxiliarists also had a chance to see the 106th Rescue Wing's C-130s flying overhead, presenting an impressive sight. For those of us who participated, this was another example of the unique opportunities Auxiliarists get in serving our community, military personnel and country. 🇺🇸



A UH-60 Black Hawk hoists two Air National Guard pilots from the cold water.

Photo by Phil Warner



Nominated by President George W. Bush to be the 23rd Commandant of the United States Coast Guard, Vice Admiral Thad W. Allen has had a long and successful career since graduating from the Coast Guard Academy in 1971.

Vice Admiral Thad W. Allen Nominated To Be the Next Commandant of the Coast Guard

BY WAYNE SPIVAK, BC-AXW,
WITH AUXILIARIST BILL HELMS AND LYNN VALENTI, BC-AXL

On 19 January 2006, President George W. Bush nominated Vice Admiral Thad W. Allen as the 23rd Commandant of the United States Coast Guard, succeeding ADM Thomas H. Collins. The change of command is scheduled for 25 May 2006.

VADM Allen is no stranger to the Auxiliary, having interacted with our organization "...for 34 years. I think it's an incredibly selfless organization...terrific partnership...I couldn't have accomplished the goals I had as an operational commander without the Auxiliary." (See the interview with VADM Allen in the following sidebar.)

VADM Allen has served in a variety of Coast Guard roles throughout his 34-year career, from his humble beginnings as a new Academy graduate in 1971, to his stints on the Coast Guard cutters ANDROSCOGGIN and GALLATIN, and command of the medium endurance cutter CITRUS.

He has also served in a number of land-based assignments. His coastal operations command assignments include Captain of the Port / Group Long Island Sound, CT; Group Atlantic City, NJ, and LORAN Station Lampang, Thailand.

Other assignments included a tour as search and rescue controller in the Greater Antilles Section, San Juan, Puerto Rico; Intelligence Watch Officer at DEA/INS El Paso Intelligence Center, El Paso, TX; Chief Budget Officer, Maintenance and Logistics Command, Atlantic, Governors Island, NY; Deputy Project Manager, Fleet Modernization and Rehabilitation (FRAM) Project, and Assistant Division Chief, Programs Division, Office of the Chief of Staff, Coast Guard Headquarters.

Additionally, he was named the Principal Federal Official (PFO) for the Federal Response to Hurricanes Katrina and Rita. As PFO, VADM Allen became a daily fixture on TV, radio and in the newspaper, always wearing his Coast

Guard BDU's or Tropical Blue uniform.

When asked about how the Auxiliary fit into the relief effort, VADM Allen pointed out that as a "national volunteer organization ... [Auxiliarists are] used to working on short notice, surge operations in support of local communities". He added that "I don't know if you can have a better portfolio of skills and a natural inclination you can bring to work at FEMA."

As a Flag Officer, VADM Allen has been a District Commander twice, as well as the Atlantic Area Commander. He served as Commander, Coast Guard Atlantic Area, Fifth Coast Guard District, and U.S. Maritime Defense Zone, Atlantic where he was the operational commander for all Coast Guard activities in an area of responsibility spanning five Coast Guard Districts, over 14 million square miles, involving 26,000 military and civilian employees, and 27,900 Auxiliarists. He served concurrently as Commander, Fifth Coast Guard District, and Commander U.S. Maritime Defense Zone Atlantic.

In response to terrorist events in September 2001, VADM Allen led the effort to divert numerous assets to support local port commanders and establish critical command and control capability through the Atlantic Area. He served as the executive agent for the Coast Guard in operations in support of Commander Fleet Forces Command, Joint Forces Command and NORAD; developing the interim Homeland Security campaign plan and joint Anti-terrorism and Force Protection procedures.

VADM Allen worked closely with the


Auxiliary during 9/11, as he led the Coast Guard's response on that infamous day. Shortly thereafter, he and COMO Gene Seibert, who was the Area Commodore for Atlantic East (ARCO [E]), began to plan for the next time and what the Auxiliary roles would be in the next major action. "9/11 started that," Allen said in response to an increased Auxiliary role in the next action. "COMO Siebert was my Commodore in the Atlantic Area, and we began Operation Patriot Readiness, which included a fundamental change to our [Auxiliary] mission set."

"I never hesitated to use the Auxiliary", said Allen in response to his relationship with the Auxiliary. The Auxiliary is a "volunteer organization with skills and capacity" to act and VADM Allen sees the "synergy in DHS; which is Coast Guard and FEMA." The Coast Guard Auxiliary is a key component in this synergy.

What new roles does VADM Allen see in the future for the Auxiliary? He believes there are "A lot of opportunities to expand into [supporting FEMA DRC's (disaster recovery centers)]."

"You need to be trained and competent in order to operate in [a DRC]." According to Allen, Auxiliarists could "be cross-trained as reservists for FEMA".

To sum up VADM Allen's theory on why the Coast Guard's reaction to Katrina and Rita was so successful, he said "rather than react to the storm, you attack it."

This might just also sum up his philosophy on leadership and what may indicate his philosophy for the next four years. What we do know for sure is that VADM Allen, as Commandant, will utilize the 32,000 men and women who donate their time and money to assist this country, its recreational boaters and those who use our waterways, by assisting the United States Coast Guard in any and all missions that the Commandant requests. 

‘A Terrific Partnership’

VADM Thad Allen Talks About the Importance of the Auxiliary in Supporting Coast Guard Operations

On 1 October 2005, a group of Auxiliarists met with VADM Thad Allen in New Orleans, La. The Auxiliarists were deployed in support of FEMA efforts to provide relief to victims of Hurricanes Katrina and Rita. The following is a transcript of their interview.

Q: Good morning, Admiral, I'm Bill Helms and this is Lynn Valenti, Richard Rishkel, Tom Johnson, and Cameron West.

VADM Allen: I'm Thad Allen, Vice Admiral, Chief of Staff, Principal Federal Officer, all-around good guy (laughter).

Q: How do you think the Auxiliary is performing in these disasters?

VADM Allen: They perform remarkably well, I think, for a couple of reasons. Number one, they're a natural volunteer organization. Number two, they're used to working on short notice, surge operations in support of local communities. I don't know if you can have a better portfolio of skills and natural inclination you can bring to work at FEMA.

Q: Do you think that there are more roles opening up for the Auxiliary in the future, for working disaster relief or other, large scale operations?

VADM Allen: I think there are. I think 911 started that. At the time, Commodore Gene Seibert was my Commodore in the Atlantic Area, and we kind of, together, dreamed up Operation Patriot Readiness, which is, as you know, extended to the entire Auxiliary. Basically, it fundamentally changed your mission set and how you are employed.

I think this is an extension of that line of reasoning, where if you have a volunteer organization with the capabilities, competency and capacity that can significantly impact when an event is happening, whether it's a terrorist incident or a natural disaster, I think you ought to do it. I think as we've moved into the Department of Homeland Security, we've been offered the opportunity to get to know FEMA, and what FEMA does, because we are all in the same department together. I think that's one of the great synergies moving the Coast Guard to DHS has created. It started last year with the multiple hurricanes in Florida. I think we are only bounded by our imagination.

Q: Do you think the impact of the Auxiliary here is pretty positive, then?

VADM Allen: I think it's hugely positive. We are so constrained right now, in our ability to staff these DRCs (Disaster Recovery Centers). People have to be trained and competent in order to be able to operate in them, and you have to get them deployed. There are issues regarding base camps, security and all the support that goes together with putting a DRC out there and having it be effective. Unless you've worked in this FEMA line of work, you don't even

know it exists. You all know it now, and I certainly know it now. But a lot of people in the Coast Guard don't know that it exists. There are a lot of opportunities for the Auxiliary to expand into that. I think we need to have a serious conversation, as part of the lessons learned with hurricanes Katrina and Rita, about how we further strengthen the relationship between the Coast Guard and FEMA, the Coast Guard Auxiliary and FEMA, and the Coast Guard Reserve and FEMA. The combination of our ability to use you folks in a surge capability and you to be cross-trained as reservists for FEMA, and our ability to recall our own reservists under Title 14, under the Secretary's authority. We're not constrained in the way that DOD is. This allows us to do what I would call "force packaging", and one could envision in the future, certain Auxiliarists that have this type of training, as well as certain Reservists that have this type of training. Reservists recalled to support a natural disaster, which we did this time. Pairing all these folks up, and to the extent that DOD gets involved, to be able to help them. I think we've all been extremely impressed with what DOD brought to the table, and with what the National Guard is able to do. If you can imagine taking a National Guard and DOD capability to go in and create what I would call a "permissive environment" to operate in, to get in and have access to high water areas. Then to follow on that with Coast Guard and FEMA, Coast Guard Reserve, Coast Guard Auxiliary, where you package what you need, and all those people have



Auxiliarist Bill Helms listens as VADM Thad Allen discusses ways in which the Auxiliary supported Coast Guard operations during Hurricanes Katrina and Rita.

the skills to deal with the local communities, providing them disaster information. I think that could be potentially a pretty powerful force.

Q: I think the operation you folks pulled off, on the get go, was incredible. How you deployed everybody around that storm and then followed it back in, and just went right to work.

VADM Allen: I think that's the issue. Rather than reacting to the storm, you attack it. If you "force package," it's like a joint task force, and you attack the enemy, in this case the storm. As soon as you have a permissive environment you go in and, not just the DOD can get in, with their capabilities and capacities, but you embed capabilities to deal with the community to reconstitute services and government after that.

Q: You know, in our area, watching CNN, they ask, If the Coast Guard is there, why isn't anyone else?

VADM Allen: Between hurricanes Katrina and Rita, we had a chance to test the notion of pre-deployed DOD forces, or pre-deployed "any kind of" forces. We were already on the ground when Rita came through, and it was off-set enough so that it was not coming over the same "footprint" that Katrina made. So what we had was General Honore and his forces, the 82nd Airborne, and he basically forward deployed to Lafayette, where Rita made landfall. As soon as it passed through, he immediately further deployed to Lake Charles. As soon as he had daylight and could do it, he moved south with vehicles that could get through the high water on Route 27 south from Lake Charles to

Cameron. He entered Cameron almost immediately after the storm passed. 15 or 20 years ago, it would have been 3 to five days before anyone would get out of Cameron or anyone would get down there to find out what kind of devastation had occurred. What DOD allowed was access, situational awareness, and a permissive environment which allowed other people to come in and operate. What we could have done, but didn't do, and I've talked with General Honore about it, is that we could have embedded his forces with FEMA capability. So as soon as DOD was there and created an environment where you could actually support people there, and get tents in you could be helping the community out. As it stood, it took us two-and-a-half to three days to get FEMA folks in

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behind them, because we weren't right with them. We had to deploy down to Lake Charles, and then we had to get the units down into Cameron from there, and each time, you went to one place and you waited until you thought it was OK to go to the next place regarding security and access. But if you're using DOD to do that for you and it doesn't matter. It doesn't have to be DOD, it's what ever force; it could be the National Guard, it could be the Coast Guard Reserve, whatever.

Q: Do you think, in the future at later dates, working with the Coast Guard Auxiliary being embedded with the Coast Guard, a lot of us had regular jobs which we had to leave to come down here, do you think there would be an opportunity to have a set of orders issued, so they will hold our positions for us until we

get back?

VADM Allen: That's a good question, especially as it relates to Auxiliarists who are operating under FEMA reserve designations. I think we ought to go back and look at that. In a sense you are becoming like reservists: you are deployed and still have jobs. But you don't have an organization like the Employer Support the Guard Reserve, which is a national organization, and engages with the private sector to ensure that the Guard and the Reserve are supported in their jobs. The more we start using volunteers in that capacity, the more I think we need to talk about how you might do that. I think that's worthy of further discussion.

Q: I'd like to go back to a point that Tom had made, that at the beginning of the coverage of this disaster, the Coast Guard got a lot of incidental coverage of this event. Every time

you'd turn on the television, you'd see a Coast Guard helicopter lifting someone off of a roof. What are your thoughts about this coverage?

VADM Allen: It's apparent on inspection, that we were the first in after the storm. We were prepared, we knew how to deal with the hurricanes, we knew how to deploy our forces so they were available right after the storm. I think it's a matter of creating access and visibility. One of the greatest things that ever happened to the Coast Guard was the hoist camera. A few years ago, someone figured out that if you put a camera on the hoist, a story that would normally not even get airplay would make the nightly network news, because the video is compelling, and that is what everybody sees. The notion of sending a rescue swimmer down that normally would have been just jumping in the water to rescue somebody. The fact that he's got a crowbar, a fire axe and a chain saw tied to him put-



VADM Thad Allen takes a moment to pose with (from left to right) Auxiliarists Lynn Valenti, Bill Helms and Richard Rishkel in New Orleans, La.



During his interview, VADM Thad Allen told Auxiliarists Lynn Valenti and Richard Rishkel that the Auxiliary has a strong record of performing well along side the Coast Guard during disasters.

ting him down on a roof speaks volumes to the complexity of the problem, the ingenuity of our people and the multi-mission character of all of our individuals. Again, I think it's access and visibility - once you get that, the story sells itself.

The same goes for you guys. When I went and saw you in the DRC, and I do this at any DRC or base camp that I go to, I go around and I ask everyone where they're at and whether they're a permanent employee or FEMA reservist. When I met you guys, I didn't do anything different than I do ordinarily. The only thing was, when I took one step away and somebody said it was an Auxiliarist and I did an about face, it was one of those things where I had access but you were invisible. You want to blend in with the other FEMA-ites, I understand. To give you a good example, I contemplated when I got down here just wearing a polo shirt and khakis every day saying Homeland Security on it. But it was an overwhelming opportu-

nity to portray the Coast Guard as being involved in this and my involvement from the standpoint of senior leadership and the bonding and the value that comes with having a senior military officer become apparent fairly early. It was really noticeable with General Honore's arrival we were kind of seen as two military people who were type of military construct that discipline and management skills to the problem set. So, I just kept wearing the uniform.

Q: Do you think that, in the future, the Coast Guard Auxiliary might find itself like the boat crew and the aviation crew training, with a disaster relief training for the Coast Guard Auxiliary?

VADM Allen: I think it's worthy of discussion. I look forward to having a discussion with Commodore Seibert about it.

Q: Do you have any general comments about the Auxiliary, Admiral?

VADM Allen: I've been dealing with the Coast Guard Auxiliary for 34 years. I think it's an incredibly selfless organization, and I lean on you guys a lot, in some very major operations. It's always been a terrific partnership. There have been times when I could not have accomplished the goals I had as an operational commander without the Auxiliary. I've been a group commander twice. I've been a captain of the port, a search and rescue controller. I even took Auxiliarists underway on my medium endurance cutter that I was the CO of and they set quartermaster watches for me. So I've had a long history of being involved with the Coast Guard Auxiliary. As a district commander, twice, and as an area commander, I've never hesitated to use the Auxiliary. In fact, Helmut Hertle, my old D7 Commodore, he's now your national "M" guy, I used to tell Helmut my job was to whip him like a rented mule, that's what my grandfather used to say - he laughs every time I tell him that. 🍷



Even bitter cold temperatures couldn't stop Auxiliarists from appearing in the Chicago Thanksgiving Day Parade. More than 350,000 persons lining the streets watched the celebration.

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