



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Navigator

FALL 2007 VOL. 34, NO. 3

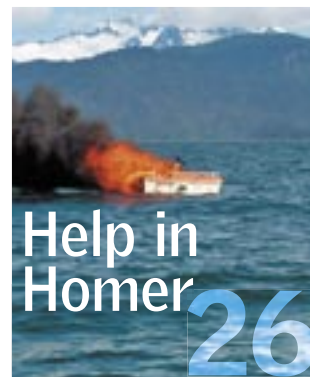


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<< ON THE COVER: Chris Winans, FS0-PE 82 D5NR (Cape May, N.J.), keeps a watchful eye on board an Auxiliary Operational Facility as the U.S. Air Force's celebrated Thunderbirds fly by during the Fourth Annual Atlantic City Air Show. He was one of 38 Auxiliaries who manned 10 OPFACs, establishing and maintaining a Safety Zone beneath the performance airspace, offshore Atlantic City's beachfront Boardwalk. Promoted as The Second Largest Beachfront Air Show on the East Coast, the event also included a flyover by the U.S. Navy Blue Angels and a performance by the Coast Guard Search and Rescue Demonstration Team. Photo: Joseph Giannattasio, VFC-82 D5NR

DEADLINES

WINTER: NOVEMBER 15
SPRING: FEBRUARY 15
SUMMER: MAY 15

SEND SUBMISSIONS TO:
Joel A. Glass, BC-ANN
P.O. Box 1001
Portland, ME 04104
Navigator-editor@auxpa.org

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Their tee-shirts state USCG, but in reality, these three potential Olympians are actually USCG AUX members, training for their quals as Coast Guard RB-S crewmembers. From the left are: Greg Miller, Flotilla 72; Mike Brodey, SO-OP 7; and, Larry Owens, FSO-VE 72, all D11SR. Timing the trim trio is BM3 Josh Cronquist, USCG Station Channel Islands Harbor, Calif.



The Three Amigos

PROVE THE OLD SAYING THAT, 'YOU'RE NEVER TOO OLD...'



Working on one of the many physical requirements for Coast Guard qualification as an RB-S crewmember, Larry Owens, FSO-VE 72 D11SR, fires an MK-79 pen-gun flare during the survival swim.

Sometimes, we Auxiliarists just have to bite the bullet – instead of a juicy slice of pizza!

To wit: three Division 7 D11SR members had to undergo rigorous active-duty Coast Guard physical training after responding to a call for a few good Auxiliarists to augment crews on two USCG 25-foot RB-S Defender Class Boats based at USCG Station Channel Islands Harbor, in Oxnard, Calif.

The call-for-assistance had come from Lieutenant Marcus Gherardi, the Station's Commanding Officer.

The RB-S is a high-speed (45+ knots) homeland security-oriented asset that sports dual 225 hp outboard engines and fore and aft gun mounts.

The Station had undertaken monthly training sessions to sharpen the patrol skills of Division 7 Auxiliarists, so training them to serve as crew on the RB-S facilities seemed like the logical next step—if some of the Auxiliarists were up to the challenge!

These potential RB-S crew trainees would have to meet active-duty USCG standards, including physical standards that do not even exist in the Auxiliary. That was no mean task, considering the fact that the collective age of the three men who volunteered was just shy of 180 years.

The hearty souls in this soon-to-be-fit-and-trim trio were: Greg Miller (51), Flotilla 72; Larry Owens (58), FSO-VE 72; and me, Mike Brodey (70), SO-OP 7.

The physical requirements we had to face included a 1.5-mile run, sit-ups (22 for me, 25 for the other guys), push-ups (13 and

**Story & Photos by
MIKE BRODEY**

SO-OP 7 D11SR

15), and a sit-and-reach (11.5 inches for me, 12.5 inches for them)..

All three trainees—after hard training and a lot of team encouragement—passed those milestones and moved on to other tasks in the Personal Qualification Standards (PQS). These included boat handling (otherwise known as “dock crashing”) and a survival swim and pyrotechnic shoot-out in the Pacific Ocean.

Somewhere along the way, probably due to their enthusiasm and the team spirit with which they tackled each task, the trio of Auxiliarists became known affectionately around the Station as The Three Amigos.

As the Amigos worked their way through each task and interacted with various members at the Station, a true sense of family developed. This reached its epitome when LT Gherardi asked that a photograph of the full Station complement also include The Three Amigos.

Being outfitted with their own gear-bags, filled with standard government-issue equipment, became another milestone that also made them feel that they truly were a part of the Station “family.”

For the three Auxiliarists, all of this active-duty training was highly charged with equal doses of intense study, grilling of each other, physical conditioning and weight loss, and a great sense of accomplishment.

Then, too, there is that strong feeling of making a contribution to missions of the U.S. Coast Guard and to Station Channel Islands Harbor. 🇺🇸



COMMODORE

**STEVEN
BUDAR**

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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

The PSI Process Has Been Improved for New Members of the Auxiliary

Each month, I have the privilege of reporting notable accomplishments and activities from throughout the Coast Guard Auxiliary to the Commandant of the Coast Guard. *Your dedication to service and your ability to deliver the goods – mission after mission, as volunteers – is the driving force behind the success of our great organization.

It is no secret that we have gone through a couple of difficult years, as far as member retention is concerned. Every flotilla has faced the challenge of recruiting new members into the Auxiliary only to have enthusiastic, anxious new recruits get frustrated by the challenge presented by the Personal Security Investigation (PSI) process.

By now, I hope everyone can appreciate the importance of the PSI process and the value to each of us and the Coast Guard of having a membership that is properly screened for security purposes.

I also am aware that many of you have become frustrated with the length of time it takes some new members to have their paperwork processed. It involves a lot of paperwork requiring that accurate and complete information be fed into a government system that has to work by-the-numbers. Fortunately, the Coast Guard and the government's Security Center have placed a lot of effort and extra attention on the processing of Auxiliarists' paperwork.

We have seen a dramatic improvement in the time it has taken for decisions to come through for Auxiliary members that have submitted complete and accurate information. While a three- to six-month turnaround may be fast for a government "system," it is still not nearly quick enough for many of our motivated new recruits, who are anxious to become involved in the programs that attracted them to us.

At a recent National Executive Committee (NEXCOM) meeting, we took some time to look at the PSI process and see what we could

do within the Coast Guard and the Auxiliary to allow our newest recruits to get trained, qualified and involved sooner than they have been allowed to do in the past.

At the same time, we did not wish to increase the risk to mission performance and security that we recognize is so important.

We accomplished what we set out to do. Now, a new member may more fully participate in most of our programs while in Approval Pending (AP) status.

AP members may now qualify and conduct missions in the Vessel Safety Check, Public Education (PE), and Surface Operations programs. Limits are in place that precludes them from qualifying as coxswains, pilots, aircrew and air observers, or conducting PE classes or engaging in public affairs activities on their own until receiving a "favorable" determination on their PSI submission.

AP Auxiliarists now can wear the Coast Guard Auxiliary uniform, pay dues, vote on flotilla matters, and—with a waiver from their USCG Director of Auxiliary—hold elected or appointed office. AP members will not receive an Auxiliary identification card until a favorable PSI determination is received.

Of note is that, should an AP member's determination come back as "unfavorable," he or she will immediately forfeit all of these privileges.

I believe the new rules for AP members will greatly enhance your flotilla's ability to perform its mission. It will help support your efforts in recruiting and retention, and support the responsibility each of us has toward each other.

Thank you for your continued efforts and service to the U.S. Coast Guard Auxiliary. The work you do is incredibly valuable.

I am proud to serve with you. 🇺🇸

**Visit www.auxnaco.org for copies of the monthly memo to the Commandant*

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With a large group of kayakers and some fellow Auxiliary instructors all-ears, Dick Hilmer, Flotilla 11-1 D1NR (Chatham, Mass.), demonstrates the correct method of using a kayak paddle, during the first Cape Cod Paddle Smart Safety Symposium, held last summer on Chatham's Jackknife Beach.

PADDLE PUSHERS

Story & Photos by
PA1 MATTHEW BELSON, USCGR
PADET Boston

When it comes to kayaking safety, Auxiliarist Dick Hilmer has a simple, but effective piece of advice: "Wear your lifejacket."

That was the key message that he and fellow boating safety instructors from Flotilla 11-1 D1NR related to the public at the first Cape Cod Paddle Smart Kayak Symposium, held in June at Jackknife Beach, Chatham, Mass.

With the calm waters of Pleasant Bay in the background, Hilmer explained to a large group of kayakers how the forces of wind, waves and current affect navigation. He then raised a double-bladed paddle above his head and demonstrated how to use it to propel a kayak through the water with fluid strokes.

When not volunteering with the Auxiliary, Hilmer runs a successful kayaking tour business on Cape Cod. He is also an American Canoe Association-certified instructor, and has seen the sport of kayaking explode in recent years.

"Kayaking is more than a recreational sport,"



Everett R. Davis, SO-MS 11 D1NR, goes over a kayak safety equipment checklist with one of the attendees at the Cape Cod safety symposium.

Hilmer said. "There is a degree of risk."

He said he often sees paddlers who are not wearing a Personal Flotation Device, or are kayaking recklessly in the middle of a busy channel.

Unfortunately, when kayakers are ill-prepared and get into trouble, the result could be deadly.

In New England last year, 54 people died in boating and paddling accidents, of which 49 were not wearing a life jacket.

The day before the symposium, a Good Samaritan rescued two kayakers after they were caught in the swift current of the newly formed break along Nauset Beach in Chatham. The kayakers were pulled out to sea, and then capsized before being picked up by a passing boater.

Richard King, FC 11-1, said the idea for holding a kayaking safety symposium arose following a 2003 casualty in which two young female kayakers got lost in fog while paddling off Harwich Port. They drowned.

While the Auxiliary is perhaps better known

for promoting recreational boating safety for the powerboat and sailing communities, King said the organization's involvement in paddle-sport safety is a natural extension of its mission. "I think it is our responsibility to promote an awareness of safety on the water," he said.

Commodore Carolyn Belmore, ADSO-MT 1NR, said the kayak safety symposium could serve as a template for other Auxiliary flotillas to emulate in their own districts.

"We have been trying for years to get to many paddlers," COMO Belmore said. "But, it has been challenging as many recreational paddlers do not frequent yacht clubs and marinas—locations where the Auxiliary is active and visible."

The free symposium attracted more than 60 people who wanted to learn more about kayak safety. Five different stations, manned by Auxiliary instructors, provided visitors with information on how to read a chart, use a Global Positioning System device, navigational rules of the road, and safety equipment that should be carried at all times, such as flares, a marine whistle, flashlight and compass.

About a dozen kayaks were available for participants. That allowed them, with American Canoe Association certified instructors' assistance, to practice rescue techniques, such as how to re-enter a kayak after capsizing and how to use a bilge pump.

"We love kayaking, but we knew we needed to learn more about safety," said one woman who was at the symposium with her husband and two sons. Her husband added, "We realized the things we were lacking from a safety standpoint."

More-experienced paddlers said that they, too, benefited from attending the symposium. "I don't know everything," said one. "You can always learn more." 🌀

Katrina Clean-up

A Gulf Coast Division
Joins USCG Reservists'
Debris-Disposal Duty

Story & Photos by
PA2 SUSAN BLAKE, USCGR
PADET New York

|||||

Two years after Hurricane Katrina, the clean-up continues along the Gulf of Mexico coast—and it never seems to end.

The Coast Guard Auxiliary was there in the beginning, just after the storm, providing assistance. Now, during the long process of clearing the navigable waterways of debris, they are right in the thick of it, once again.

“Our daily Auxiliary duties are to provide a marine platform so that Coast Guard Reservists can observe contractors at specific work sites,” said Fairn Whatley, FSO-PA 39 D8CR (Mobile, Ala.). “We also provide personnel transfers and a meeting platform on the Auxiliary Operational Facility *Argo*.”





Keeping a sharp eye out on deck as Auxiliary Operational Facility *Argo* patrols the Back Bay of Biloxi, Miss., are, from the left: MST2 Jonathan Sanders, USCG Sector Mobile, and Fairn Whatley, FSO-PA 39; Jeff Davis, FSO-IS 39; and, Larry King, SO-PA 3, all D8CR.

Since September 2006, local Auxiliarists in Division 3 have been assisting the Sector Mobile Incident Management Assistance Team (IMAT) in cleaning the Mississippi Gulf Coast. The division's eight flotillas are situated along the Gulf Coast, from Bay St. Louis, Miss. to Orange Beach, Ala.

The IMAT is a Coast Guard Reserve unit that was established specifically to oversee the clearing of these navigable waterways of debris from Hurricanes Katrina and Rita.

Commander Carl Edmiston, the IMAT deputy incident commander, praised the Auxiliary's involvement, insisting that,

Jeff Davis, FSO-13 D8CR (Mobile, Ala.), mans the helm of Auxiliary Operational Facility *Argo*, as Fairn Whatley, FSO-PA 39, and Larry King, SO-PA 3, both D8CR, stand watch as the vessel patrols the Back Bay of Biloxi, Miss., in conjunction with the Coast Guard Sector Mobile Incident Management Assistance Team. The Auxiliarists have racked up well over 250 hours of IMAT-assistance mission time.

"The citizens of the State of Mississippi are very fortunate to have an all-volunteer organization like the Coast Guard Auxiliary willing to support the recovery efforts of their state."

Clean-up operations began in November 2005 and have been on-going along the Gulf Coast, primarily in Louisiana, Alabama, and Mississippi.

First, the IMAT unit focused on salvaging a staggering number of vessels that floated onto land during the storm surge. As salvage operations concluded, the unit transitioned to a new phase—removing debris from the navigable waterways and Gulf shores of Mississippi.

A Coast Guard monitor is assigned to each debris site, with responsibility for site safety, load tickets, documentation, and monitoring of debris-removal operations.

MST2 Jonathan Sanders, a site monitor from New Orleans, is just one of many Coast Guard reservists from around the country who have answered the call to help in this continuing recovery mission.

He said, "We are here to make sure the contractors institute their own safety plan by monitoring their work. The Auxiliary patrol boat *Argo* and its crew really make

this mission possible, especially when it's hot [outside]. The cabin of the *Argo* provides a welcome refuge from the heat during our 12-hour days."

Division 3 has been providing the boats and the manpower. Captain James Bjostad, former Commander of Sector Mobile, pushed for the division's involvement, according to John Wayne Kindred, Auxiliary Liaison Officer to Sector Mobile.

Initially, Flotillas 35 (Pass Christian, Miss.) and 37 (Biloxi/Ocean Springs, Miss.) provided three patrol boats, along with qualified crewmembers. The crews worked side-by-side with the IMAT, three to four days a week for three months.

As operations expanded throughout Mississippi, Flotillas 35, 37 and 38 (Gautier, Miss.) supported IMAT both offshore and on inland waterway debris operations by providing two additional boats.

They conducted 41 patrols, for a total of 214 underway hours. These Auxiliary crews worked four to five days a week. And, in the Back Bay of Biloxi, the *Argo* ruled the waterway, offering a platform for observing operations as well as providing side-scanning sonar.

"We have exceeded our expectations, logging over 500 underway hours and 3,000 total man-hours, and we expect to double this in the next six months," said Kindred.

To the *Argo* crewmembers, this mission was deeply personal, and it drives their commitment.

One example is Larry King, SO-PA 3, who said, "It means everything to me to be involved in this because people living right here on the coast have a personal stake in cleaning up the debris."

A resident of Pascagoula, King lost his home as a result of Hurricane Katrina. He recalls working his way back to his home a day after the storm departed and before the National Guard and other authorities sealed up the town.

"The water swept on through and we saved nothing," he recalled. "Walls, furniture, personal things—all the stuff that was inside—were lost. Like others, you don't know where to start. You think you want to try to salvage something, but it's all so slimy, kicked around, and twisted that you don't know what to do."

In the end, King admits, he is like a lot of people along the Gulf Coast, most of whom are getting on with their lives. He already has rebuilt his home in Pascagoula.

"It's truly meaningful for me to do whatever I can, and I am glad to do it as a Coast Guard Auxiliarist," he said. 🌿



Pamela Berger, SO-IS 7; Don Robertson, VCP-78; Lou Carroll, SO-PA 7; Joyce Bell, SO-PB 7, all D11NR

'Semper Paratus' Redux

UTAH AUXILIARY COLOR GUARD AMATEURS QUICKLY BECOME OLD-PROS

Members of the Coast Guard Auxiliary in Utah are accustomed to being perceived as *the* Coast Guard. That's because, aside from a single USCG Recruiting Office, there is no active-duty Coast Guard presence in the Beehive State.

However, on the Fourth of July, *Team Coast Guard* took on a very different meaning hereabouts.

The City of Provo hosts a week-long Independence Day celebration, culminating with the Stadium of Fire – a spectacular patriotic event and fireworks show in LaVell Edwards Stadium at Brigham Young University.

With the highly popular country music duo Brooks & Dunn anchoring this year's show, the event was expected to be attended by as many as 40,000 spectators.

In addition, organizers planned to broadcast the entire event on the Armed Forces Network to our servicemen and women around the world. In fact, part of the program would consist of live interaction between U.S. Army personnel in Iraq and some of the participants in the Provo program.

About a week prior to The Fourth, Mart Gardner, DCP-7 D11NR, received a phone call from a representative of Hill Air Force Base, in northern Utah. It seemed that this year's Stadium of Fire promoters wanted to have all five military services represented during the Presentation of Colors at the start of the show.

The Air Force, Army, Navy and Marine Corps were providing personnel, but now they needed some Coast Guard representation to round out the military services

contingent.

Heeding the Coast Guard's motto – known to all of us – 12 Auxiliary volunteers rose to the occasion by volunteering. None had ever before participated in a Color Guard ceremony, but all were willing to give it their very best.

One conversation overheard on the way to Color Guard rehearsal on July 3 went something like this:

– "I hope they don't ask us to carry flags and rifles. We won't know what to do."

– "Oh, they won't make us do that. We'll just be marching in uniform behind the *real* Color Guard."

Little did they know what *Semper Paratus* was going to come to mean the next day.

And so, a dozen "greenies" were met at the Fourth of July staging area by an Air Force master sergeant wearing a ball cap that declared: *Color Guard Top Gun*. He took four of our "Color Guard" volunteers and turned the eight others over to another official.

And then Color Guard 101 began, complete with flags, including the Coast Guard, not the Coast Guard Auxiliary flag, and ceremonial rifles.

The ceremony would consist of official Color Guards for each of the five military services. Each person would march onto the field as a band played its service branch's theme, and then they would all participate in the elaborate Presentation of Colors ceremony.

And what of our other volunteers? It

**Story by
JOYCE BELL**

SO-PB 7 D11NR

**Photos by
GLENN GARDNER**

IPFC-72 D11NR

turned out that, in addition to marching behind the Color Guard to the end of the field and then exiting, The Auxiliary Eight had yet another task to perform.

The pre-show event included an Air Force jet flyover and skydiving activity. One of the skydivers carried a huge U.S. flag that was hung with a weight so it would be displayed properly as he plunged toward *terra firma*.

The job of The Eight, along with their counterparts from the other services, was to catch that flag as the skydiver neared ground-level in order to ensure that Old Glory did not touch the ground!

"In retrospect," said Color Guard member Lou Carroll, PDGP-7 D11NR, "I believe that if not for the help of our friends from the Air Force and the members of the other services' Color Guards, we would not have been nearly as successful in representing the Coast Guard that day.

"Most members of the other services were young enough to have been our children, yet they understood that we wanted to represent 'our' Coast Guard, and they helped us.

"The United States has five military organizations dedicated to a common goal – our protection and our freedom. Each service plays its own role in this mission. It became apparent to us that the Coast Guard Auxiliary is an important part of the grand scheme of things, even if we are only there to help when needed." 🇺🇸



Proudly marching between the U.S. Army and U.S. Air Force contingents, the Division 7 D11NR Coast Guard Auxiliary Color Guard parades off the field during Fourth of July ceremonies in LaVell Edwards Stadium at Brigham Young University in Provo, Utah. Because it was officially representing the U.S. Coast Guard at the gala event, the Auxiliary unit paraded with the USCG flag.



Auxiliarists lead the rush of servicemen and women across the field at LaVell Edwards Stadium in a successful attempt to grasp Old Glory before she hits the turf. The large flag, with a weight attached to keep her properly unfurled, descended from an Air Force jet flying over the Provo, Utah stadium, accompanied by skydivers, one of whom can be seen holding the flag's upper-left corner as he descends.

Story by
BILL SMITH
FSO-CM 67 D1SR
and **ROBERT DARAIO**

BC-AIE

Photos by
DONALD ELMENDORF
VFC-67 D1SR



Hazardous Duty

A combination of diligent radio monitoring, overall preparedness, and sound risk management enabled three “off-duty” members of Flotilla 67, D1SR (Ossining, N.Y.) to resolve a serious hazard to navigation and recover an expensive vessel that was unmanned and adrift on the busy Hudson River.

A quiet summer evening with friends and family was what Greg Porteus, FSO-OP, Jim Picciano, and Bill Smith, FSO-CM, had in mind when they took their wives on a short Hudson River cruise the evening of July 14, 2007.

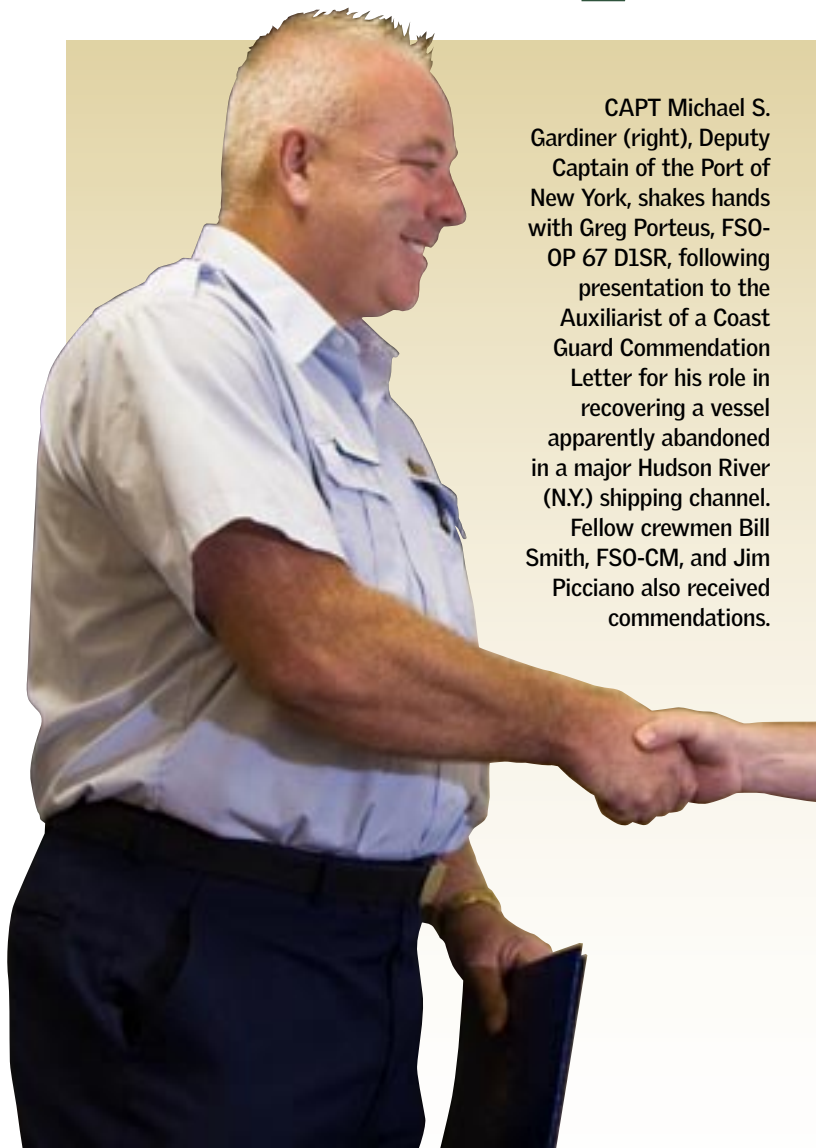
The three couples motored to the Tarrytown (N.Y.) Boat Club for its annual Christmas in July celebration. After enjoying the parade of boats festooned with festive colored Christmas lights, they headed back to Shattemuc Yacht Club, in Ossining.

The wives headed home, leaving their men to relax aboard the Auxiliary Operational Facility (OPFAC) *Launch 5*, a 53-foot, steel-hulled, twin-diesel, Philip Rhodes-designed vessel that formerly served as a New York City Police Department Harbor Unit patrol boat.

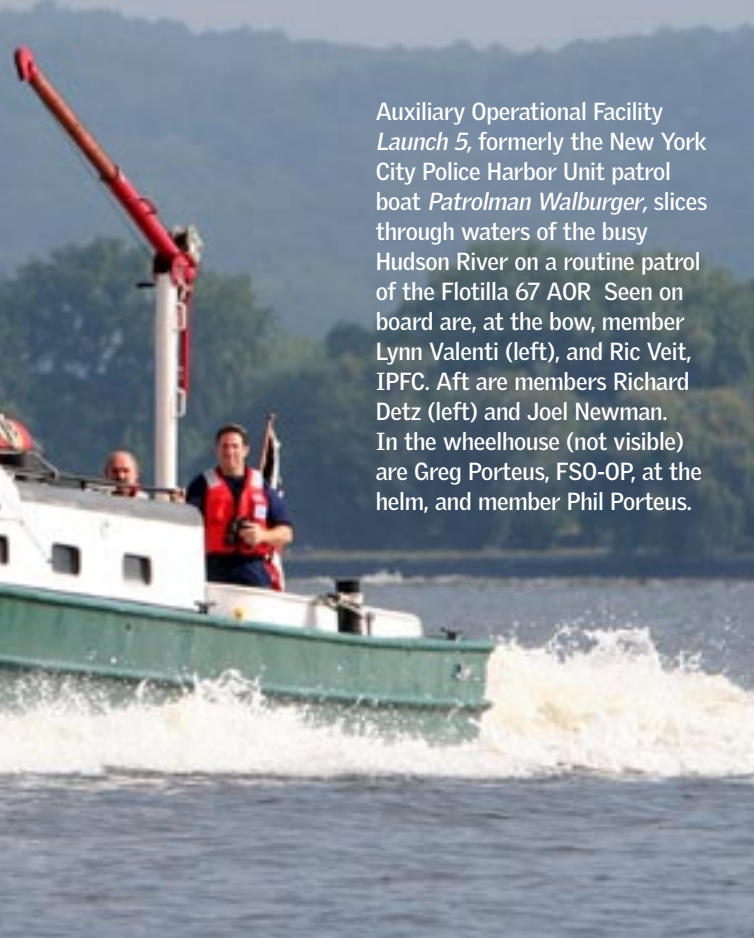
As was the crew’s usual practice, all four onboard radios were kept turned on in the *Launch 5* wheelhouse, monitoring various frequencies. At about 0100 on July 15, they heard a commercial tugboat hailing a recreational vessel on Channel 13. There was no response from the 25-foot Grady-White that apparently was adrift in the channel.

The Hudson River is always full of commercial barge traffic, even late at night. After the second or third warning passed between tug captains, it became clear that this situation represented a serious hazard to navigation.

Picciano, Porteus, and Smith – all experienced Auxiliary coxswains – discussed weather conditions, crew experience, and fatigue level. Then, they evaluated the risk-versus-gain equation, using the Coast Guard G-A-R (Green-Amber-Red) Model, before agreeing to get underway and investigate the situation.



CAPT Michael S. Gardiner (right), Deputy Captain of the Port of New York, shakes hands with Greg Porteus, FSO-OP 67 D1SR, following presentation to the Auxiliarist of a Coast Guard Commendation Letter for his role in recovering a vessel apparently abandoned in a major Hudson River (N.Y.) shipping channel. Fellow crewmen Bill Smith, FSO-CM, and Jim Picciano also received commendations.



Auxiliary Operational Facility *Launch 5*, formerly the New York City Police Harbor Unit patrol boat *Patrolman Walburger*, slices through waters of the busy Hudson River on a routine patrol of the Flotilla 67 AOR. Seen on board are, at the bow, member Lynn Valenti (left), and Ric Veit, IPFC. Aft are members Richard Detz (left) and Joel Newman. In the wheelhouse (not visible) are Greg Porteus, FSO-OP, at the helm, and member Phil Porteus.



Greg notified Coast Guard Sector New York of their intentions and, with equipment checked, engine warm, and lines cast off, OPFAC 523356 (aka *Launch 5*), headed out to the last known position of the drifting vessel – Buoy 22.

While underway, the *Launch 5* crew made radio contact with additional commercial vessels reporting the sighting, and reconfirmed the adrift vessel's location. Radio traffic also confirmed that neither spotlights nor horn blasts from approaching tugs were able to bring anyone on to the deck of the wayward Grady-White.

Launch 5 arrived on-scene at about 0130, approaching carefully in case there were persons in the water. While Smith and Picciano looked over the apparently abandoned vessel from a safe distance, checking for signs of life on board while keeping an eye on approaching barges. Porteus contacted Sector to report the registration number of the vessel, which was nudged up tight against Buoy 22.

Sector responded promptly with news of a Westchester County (N.Y.) Police report of a man having fallen off this very boat earlier in the day. The stiff current and strong wind quickly moved the Grady-White out of reach. Unable to re-board, the unfortunate man had been forced to swim to shore. In his report to the Westchester police, the boater confirmed that he had been alone on the boat at the time of the incident.

With this new information, and with another commercial tug-with-barge-in-tow bearing down on them, the crew's priority became to safely remove both themselves and the Grady-White from the busy channel.

The boat was boarded to verify that nobody was on board and to prepare lines for a towing evolution.

The Grady-White was safely removed from the channel, taken back to the nearest safe harbor – Shattemuc Yacht Club – and secured to the dock for follow-up by county police the next day.

At an awards ceremony on August 14, Captain Michael S. Gardiner, Deputy Captain of the Port of New York, presented a U.S. Coast Guard Commendation Letter to Porteus, Picciano and Smith for their efforts in recovering the abandoned pleasure boat.

The letter stated, in part: "In addition to recovering a vessel and removing a hazard to navigation, you [Auxiliarists] demonstrated exceptional devotion to duty and a commitment to port safety. [Your] actions and initiative significantly contributed to the overall safety of the Port of New York.

"Your performance of duty...is an example of why the combined efforts of the Coast Guard Auxiliary are so critical in the Coast Guard's ability to provide exceptional service to the boating public and contribute to the Maritime Domain Awareness of the Port of New York/New Jersey."

Our experience in this case reinforced several important points:

- There is a great deal of benefit to monitoring radio traffic. You never know when a situation may arise that you might be uniquely equipped to handle. If you don't know about it, you can't help.
- Be prepared to respond. Although all three Auxiliarists initially were not under orders, they were mentally prepared to get underway, if necessary. The OPFAC was properly equipped, and the crew members had appropriate personal protective equipment with them, which is especially important at night.
- Be versed in assessing mission risk. While it may seem like over-kill for routine safety patrols, performing a risk assessment in this case was crucial. Unless you practice using the G-A-R Model on routine patrols, it won't be second-nature to you when a situation like this one arises. 🌟

By **ROB WESTCOTT** DVC-AN



"Fellowship and fun in your flotillas has resulted in members recommitting to serve in the Coast Guard Auxiliary. And, if we 'make our members' day,' they will be there for us."

COMO STEVE BUDAR
NATIONAL COMMODORE

Budar Praises AUX Advances

A week of bright, sunny skies—in a city noted for experiencing measurable rainfall 155 days of the year—set a positive tone for the more than 400 Auxiliarists and their family members who attended NACON 2007 in Portland, Ore.

In a city known for its roses—indeed, Portland is called The City of Roses—National Commodore Steve Budar was able, with a year of significant Auxiliary growth, to paint an equally rosy picture for the future of the organization.

Commodore Budar said, "I know a lot has transpired over the last 12 months, and it is because of the knowledge, attitude and effort that you have put forth that we have seen fantastic increases in our recreational boating safety and operational missions."

He pointed out that, compared with the previous year:

- New enrollments were up 31%
- Safety patrols were up over 3%
- Marine safety hours were up over 20%
- Auxiliarists had conducted more than 6,000 Vessel Safety Checks, and
- Members spent more than 30,000 hours teaching public education classes

"And oh, by the way," COMO Budar added, "you have given 1.2 million hours of your precious time in other support to the Coast Guard."

On top of all that, "Fellowship and fun in your flotillas has resulted in members recommitting to serve in the Coast Guard Auxiliary," he said. "And, if we 'make our members' day,' they will be there for us."

Addressing the changes in policy that have been undertaken, COMO Budar specifically pointed to the one that now allows the newest (AP) members to more fully participate in Auxiliary activities while awaiting completion of their Personal

Security Investigation.

Looking ahead, he commented, "I can't wait to see what else we can accomplish in the next year."

To set the tone of a National Conference that is meant to prepare Auxiliary leaders for that promising future, COMO Budar told the members assembled at NACON that, "I want you to think FISH!" He then introduced a video produced by Charthouse Learning that focuses on improving the culture of an organization.

The FISH program, and its accompanying philosophy (given in detail at: www.charthouse.com/), embraces the concept of designing a workplace (or volunteer environment) that is full of inspiration, creativity and innovation.

With a catchy video about Seattle's world-famous Pike Place Fish Market (you have to see the video to fully catch the flavor!), members saw that, with the right tuning of the work environment, even a job in a fish market—where the work is hard and the hours long—can be a place where people look forward to being, day in and day out. (Think: Recruiting, Retention and Responsibility—the NACON 2007 themes.)

Embracing four simple practices—being there for co-workers and "customers," play, making someone's day, and choosing your attitude—Auxiliary leaders (and those in any organization) can create an environment that people want to be a part of, and work in.

Like literal fish, these practices are more *caught* than *taught*, creating a vibrant culture in the Auxiliary that inevitably will bring continued growth in numbers, level of commitment, and mission performance.



Photo: Mel Borofsky, BC-ANS

Senior officers of the Coast Guard and Coast Guard Auxiliary render Honors at opening ceremonies for the NACON 2007 General Assembly. Seen here are, from the left: RADM John P. Currier, Commander, Thirteenth Coast Guard District; COMO Gene M. Seibert, Auxiliary Immediate Past National Commodore; RDML Brian Salerno, USCG Assistant Commandant for Policy and Planning; COMO Lois A. Conrado, Auxiliary National Area Commodore-Pacific; and, COMO Peter Fernandez, National Area Commodore-Atlantic (East).

Who Let the DOGs Out?

When the enemies of America threaten our nation's shores, a DOG with a *big* bite is standing by, ready to meet them head-on.

That was the word from Rear Admiral Thomas F. Atkin, Commander, USCG Deployable Operations Group (DOG)—a first-time Auxiliary National Conference speaker.

The unit that RDML Atkin heads encompasses all of the Coast Guard's specialized forces, bringing to the fight these varied high-end competencies in order to tackle what the USCG considers to be the most significant threats facing our nation.

While many Auxiliarists, traditionally, have not thought of themselves as being a part of such an effort, it should be noted that, as Bob Dylan once said, "The times, they are a-changing."

And, RDML Atkin has called on Auxiliarists to be a part of the effort.

He told the NACON attendees that, "As we build out these adaptive force packages, we need to make it a team effort. We need the Auxiliary to be part of those teams. What we are going to look at is how the Auxiliary can be a part of the Deployable Operations Group."

Details of potential Auxiliary involve-

ment with the DOG are still being worked out, but RDML Atkin said he sees opportunities in the Prevention, Readiness, and Response missions of his operation.

Jay Wenzel, DCP-14 D5SR, has been appointed as the Auxiliary Liaison to DOG. He is already at work with RDML Atkin and his team to match Auxiliary capabilities and competencies to the DOG mission.

The Coast Guard flag-officer said that Auxiliarists could play particularly important roles in the areas of training and education (Prevention); security patrols, overflights, medical assists, legal service by Auxiliary attorneys, and event planning (Readiness); and, search-and-rescue, communications watchstanding and SAR coordination (Response).

Some details about DOG's force make-up and mission cannot be published—for obvious reasons of national security—but a basic overview, provided by RDML Atkin at the National Conference, can give us a broad-stroke picture of this highly important group.

DOG includes:

- A Headquarters Staff unit, many of whose members are deployable to events
- The Maritime Security Response Team,

a high-risk law enforcement and counter-terrorism team

- Marine Safety and Security Teams (MSST), which are stationed around the country to fight terrorism and protect national assets
- Tactical Law Enforcement Teams, which are fighting the war on drugs and working in the area of marine-interception
- Port Security Units
- A National Strike Force

RDML Atkin stressed that the DOG is not an autonomous unit. Rather, it works with the Coast Guard Sectors to put together an adaptive-force package, via the USCG Area Commanders, to support Sector operations.

DOG also works closely with other Department of Homeland Security units and with various Federal agencies in a coordinated effort to counter threats to America.

Thus, with DOG units existing from Honolulu to Miami, and Boston to California and Alaska, "It means I need national support," RDML Atkin said.

"As we build out these adaptive-force packages, we need to make it a team effort. And we need the Auxiliary to be part of those teams. It's about how we can support the nation better." — Rob Westcott

By **ROB WESTCOTT** DVC-AN

"The Auxiliary is a participant in the Leadership Council, the highest decision-making body in the Coast Guard. It is composed of the Commandant and all the three-stars [USCG Vice Admirals], the Master Chief Petty Officer of the Coast Guard, and your [Auxiliary] representative."

REAR ADMIRAL BRIAN SALERNO

USCG Salutes 'Can-do' Spirit

Rear Admiral Brian Salerno, the USCG Assistant Commandant for Policy and Planning, praised not only those who were present, but also all members of the Auxiliary, by insisting that, "The Coast Guard relies heavily on your 'can-do' spirit."

The keynote speaker at the NACON 2007 Commodores' Banquet, RDML Salerno went on to tell the Auxiliary officials that, "Your members are a vital force-multiplier across the country, especially as our active-duty and Reserve components are [being] stretched quite thin, to cover the full spectrum of Coast Guard missions."

Speaking to the changing face of the Coast Guard, he assured banquet attendees that the Auxiliary would play an important role in the process. "As we reorganize and transform the Coast Guard, rest assured that the Auxiliary is front-and-center in this process," he said.

"The Auxiliary is a participant in the Leadership Council, the highest decision-making body in the Coast Guard. It is composed of the Commandant and all the three-stars [USCG Vice Admirals], the Master Chief Petty Officer of the Coast Guard, and your [Auxiliary] representative."

He further pointed out that the Auxiliary "also enables our transition by providing much-needed capability, experience and capacity at all levels of our organization."

RDML Salerno said that, with the Coast Guard's transition to a Sector structure, the appointment of Auxiliary Sector Coordinators would provide Coast Guard Sector Commanders across the country with a ready-resource that will utilize Auxiliary capabilities and meet mission needs.

Addressing the need to maintain balance between the safety and security missions with which the Coast Guard is tasked, RDML Salerno said that active-duty personnel would be relying more-



Photo: Mel Borofsky, BC-ANS

RDML Brian Salerno

USCG Assistant Commandant for Policy and Planning

and-more on the Auxiliary—with the organization's emphasis on safety—to help balance these mission areas.

As an example, he cited a Tiger Team in the Atlantic Area that is looking at ways to increase Auxiliary involvement in Coast Guard safety examinations of commercial vessels.

RDML Salerno said he was happy about the growth of the Auxiliary during the past year and the fact that "AP" status personnel could now participate in many more activities than they were permitted to enter in the past.

He said he was also glad that the time for processing of the Auxiliary's new members was continuously shrinking.

With our Auxiliary numbers growing, there will be more force-multipliers to fulfill the missions of Team Coast Guard, he concluded.

By ATUL UCHIL, Ph.D., DC-Bd

MOU with Army Now Bearing Fruit

A partnership between the Coast Guard Auxiliary and the U.S. Army Corps of Engineers that was first formalized in a Memorandum of Understanding (MOU) at NACON 2005 is already bearing fruit for boating-safety.

This joint effort was highlighted with a display booth at this year's NACON, staffed jointly by Corps of Engineers (USACE) personnel and representatives of the Auxiliary's Department of Boating Safety.

During 2007, a total of 14 USACE Rangers were administered—and passed—the written portion of the examination for Auxiliary Vessel Examiner (VE) qualification.

The Boating Department was working with the Corps of Engineers and several Auxiliary flotillas to ensure that all 14 Rangers would also complete the practical portion of the VE qualification process by the end of 2007. Additional USACE personnel will be trained as VEs in 2008.

The Memorandum was signed on Sept. 3, 2005 by Gene M. Seibert, Auxiliary National Commodore; Rear Admiral Dennis Sirois; USCG Assistant Commandant for Operations; and, Major General Don T. Riley, U.S. Army Director of Civil Works.

The agreement's stated objective is "to allow each of the parties to cooperate in areas including educational outreach, ensuring the accuracy of electronic aids to navigation, providing homeland security assistance initiatives, search and rescue efforts, and conducting Vessel Safety Checks [VSC]."

Thus, training and qualification of the Rangers as Vessel Examiners was launched as part of a pilot program to qualify certain USACE personnel so they may conduct examinations of vessels operating on inland waterways that have minimal, or no, Auxiliary presence.

As part of the overall program, the Auxiliary last April—for the first time—performed a VSC on an Army Corps of Engineers vessel in New England. The Auxiliary also was scheduled to conduct, during October, additional VSCs on USACE vessels in Idaho.

In addition, efforts are now underway to coordinate the CGAUX and USACE charting and mapping programs, which is also called for under the MOU.

The Army Corps of Engineers encompasses some 35,000 civilian and military personnel. Its talented workforce consists of engineers, biologists, geologists, hydrologists, natural resource managers and other professionals.

The agency supports, or manages, numerous environmental programs. These run the gamut, from cleaning up

areas on former military installations contaminated by hazardous waste or munitions, to assisting in establishment of small wetlands to help endangered species survive.

What most people are unaware of is that the USACE is, in effect, the nation's largest provider of outdoor recreation. This becomes quite evident, however, when one realizes that USACE controls two percent of all our public lands, including nearly all of America's navigable inland bodies of water.

Because USACE's teaming-up with the Coast Guard Auxiliary to promote boating-safety on these waters clearly is a natural fit, mutual boating-safety efforts can be expected to increase in the future.

Joining hands with other boating groups for maximum effect on boating safety is a key mission of the Auxiliary's Department of Boating.

This includes providing support to Auxiliary State Liaison Officers (SLO), and gathering and passing on information from the states to other Auxiliary offices, such as the Department of Public Education.

Boating Safety also serves as advisor and facilitator when other Auxiliary departments initiate projects with non-Auxiliary partners.

For more information on the Department of Boating and its partners, contact me at: auchil@uchil-llc.com/ or visit our website at: auxbdept.org.

Coast Guard Auxiliary/ Army Corps of Engineers program flow chart

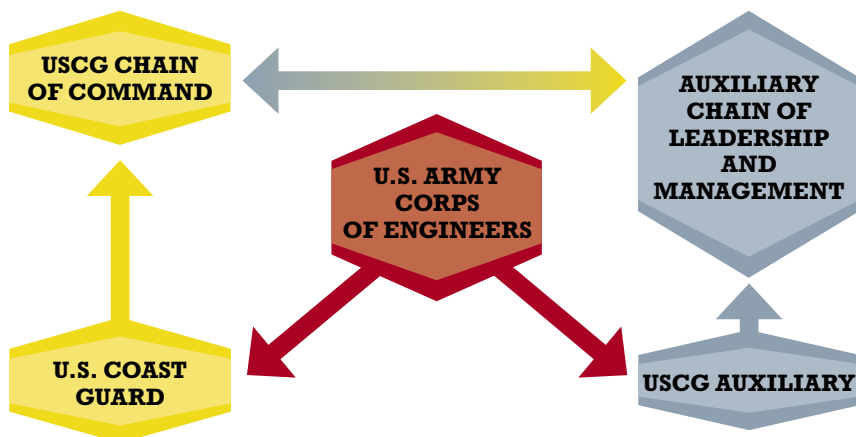


Photo: Rob Westcott, DVC-AN

Proudly displaying this year's Auxiliary Vessel Safety Check decal are, from the left: Atul Uchil, DC-Bd; Kelly Thomas, a U.S. Army Corps of Engineers (USACE) Ranger; Lynda Nutt, manager, USACE National Operations Center; and, Deb Norton, a USACE Ranger.

D1SR MEMBERS SHINE DURING FLEET WEEK

Commanding Officer
USCGC *Katherine Walker*
and Dee Thompson
ADSO-SP 1SR

This group of volunteers logged over 30 hours apiece, hosting hundreds of personal tours for visitors to the Cutter. In addition, they set up and manned a Coast



Rear Admiral Timothy S. Sullivan, Commander, First Coast Guard District, joins Dee Thompson, ADSO-SP ISR, at information and recruiting desk set up at Pier 90 in Manhattan. The Auxiliarist logged more than 30 hours assisting the Coast Guard during New York's annual Fleet Week event.

“The treatment of military personnel by the residents of New York was outstanding this week,” he said. “I am certain it gave the servicemen and women a sense of pride in what they do and proved to them that the sacrifices they, and their families,

“At that moment, I felt intense pride in being there. In the blink of an eye, I realized that my being there was, in part, my way of saying, ‘Thank You.’” ☀

By **RALPH LITTLE**

FSO-PA 14-8 D7

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FLORIDIANS SAIL
THE 'BIG MUDDY'
IN SEARCH OF LOCKS,
POOLS & NAVAIDS

Patrolling Old Man River

It all began with some intriguing questions about the Mississippi River from a new Auxiliary member based in the upper northeastern part of Florida.

Thanks to Carolyn Strong, SO-PB 14, Bob Strong, SO-PE, 14, and Ann Ping, SO-IS 14, all D7, and some quick cell phone and laptop computer activity, those questions—and more—came to be answered personally by veteran members far away; in Davenport, Iowa, to be exact.

No, they did not come to us. Instead, we—my wife, JoAnn, and myself—went to them.

The D8WR Iowans—Steve and Katey Bernstein, DCP-9 and VCP-9, respectively, and Becky Griesbach, FC-95—welcomed us aboard their 26-foot Auxiliary Operational Facility *L'il Katey Too*, on Labor Day 2006.

Despite threatening rain clouds hovering over Iowa's endless cornfields, our patrol out of a Clinton, Iowa marina turned out just fine.

On their Mississippi River patrol aboard the Auxiliary Operational Facility *L'il Katey Too* are: (at the helm) Steve Bernstein, DCP-9 D8WR, and Ralph Little (right), FSO-PA 14-8 D7; and (aft, left) Becky Griesbach, FC-95 D8WR, and Jo Ann Little.

Photo: Katey Bernstein,
VCP-9 D8WR





Photo: Ralph Little, FSO-PA 14-8 D7

Katey and Steve Bernstein, VCP-9 and DCP-9 D8WR, respectively, relax on their Auxiliary Operational Facility *L'il Katey Too* after completion of the Mississippi River patrol with the two visiting Auxiliaries from northeastern Florida.

Brought to Davenport by temporary employment, I had observed Lock 15 on the Mississippi River and was intrigued by its potential to obstruct waterborne responses.

With encouragement from members of my own division and an e-mail response from Robert Sutherland, IPDCP-9 D8WR, I was hooked up with Steve Bernstein, who conducted the appropriate identity precautions and made arrangements for our patrol on the Mississippi.

Steve and his crew took my search for answers and turned it into an outstanding fellowship experience during an afternoon on the mighty river.

Our time together led to inevitable comparisons and a useful information exchange.

I learned that locks are a dominant feature of river operations above St. Louis.

As Steve explained it, there are 29 locks—numbered north-to-south—starting at St. Paul, Minn., the first lock built. The system used actually is the reverse of river mile numbering, which is south-to-north, but you get used to it.

Each lock is at the south end of its “pool”—a section of water that can change

markedly from a half-mile to several miles wide, with a channel maintained at a nine-foot minimum for commercial traffic, although it can be much deeper.

Towboats—actually, a misnomer, because they push—and as many as 15 barges ply the Upper Mississippi 24/7, from post-flood time in the spring until November. The tow’s nine-foot propeller blades can kick up some serious bottom, including refrigerators and whatever else the flood has brought.

A full set of 15 barges can take 2½ hours to pass through one lock, since it must be split into two operations. My opportunity to “lock through” was deterred by such an operation and, probably, a stuck barge.

Recreational boats lock through whenever barges are not present, which usually is not a problem—unless you’re in a hurry. During lock throughs that I observed at Lock 15, boats proceeded to line up along the east wall of the lock, where they must use fenders and hold onto lines fore and aft in order to steady them during lock filling or draining operations.

At Lock 15, the drop/rise is 15 feet. Water turbulence from filling is especially strong and can be dangerous.

Steve said that Auxiliary patrols had no priority in using the lock, unless there was a situation on the other side that endangered life and was authorized by Coast Guard Sector St. Louis.

Since Lock 13 was tied up during our patrol, we opted to turn south, through Pool 14, to see if we could go through the only lock that is reserved for recreational boats and stays open through Labor Day.

On the way, we pulled into the patrol’s home marina, which is next to a stern-wheeler casino. Katey switched to her new Honda Personal Water Craft, an OPFAC on which she recently had become qualified for patrols.

Her Flotilla 95 has two PWCs, which members use for rescues in the sometimes-extensive, shallow, stumpy areas into which other types of OPFACs cannot tread.

With Katey off the 26-footer, Steve enlisted me as a crew-trainee to stand forward watch while Becky handled the aft watch and communications. I must admit, it was a thrill to be able to assist and thereby receive a boost to my fledgling education as a crewmember.

Due to concerns about weather and darkness, we decided to turn around after



Photo: Katey Bernstein, VCP-9 D8WR

Becky Griesbach, (left), SO-SR 9 D8WR, and Dennis Kring (right), VFC-96 D8WR, demonstrate how to handle safety lines while passing through Mississippi River Lock 11 at Dubuque, Iowa, as Dave Griesbach, SO-VE 95 D8WR, keeps an eye on the photographer. This photo was taken during an earlier patrol on a 23-foot pontoon boat, before the visiting Florida Auxiliaries arrived in Iowa.

checking the waterfront at a nuclear facility in Cordova, Ill. Here, we got a sense of the river's tremendous commercial use as the crew pointed out various industries along the banks and talked about the many barges that were tied-up along the Mississippi and the Beaver Slough Channel.

Throughout the patrol, but especially during our return to home port, Steve pointed out the river aids-to-navigation (ATON) and talked about vital data, such as the river's lack of ATONs with lights. Nights are dark along the Mississippi; Steve prepares for potential nocturnal operations by registering ATONs and other key features on his Global Positioning System.

Numerous wing dams are used to manage water-flow. They help maintain channel-depths on the Upper Mississippi, but they are navigational obstacles. The large volume of barge traffic on the river and the restrictive channel, in addition to the profusion of wing dams, adds yet another dimension to night-time response difficulties for the Davenport flotilla.

After tying up, we enjoyed a lively late lunch, punctuated by the Iowa fight-song on Becky's cell phone—the same University of Iowa fight-song played when that team met head-on with my hometown University of Florida Gators in January '06. But I didn't dwell on that!

Unfortunately, my schedule did not allow for me to take Steve up on an offer to lock through later that week, nor to accept his invitation to address an Auxiliary detachment in Dubuque, where the Coast Guard buoy tender *Wyaconda* is docked.

Nevertheless, the trip to Iowa provided great information and wonderful fellowship, and I thank the Bernsteins, Becky, and Division 9 D8WR for having me aboard. With a little luck, I'll be back to take Steve up on his invitations.

And we definitely are hoping to host the Iowa crew whenever they visit Florida. 🌟

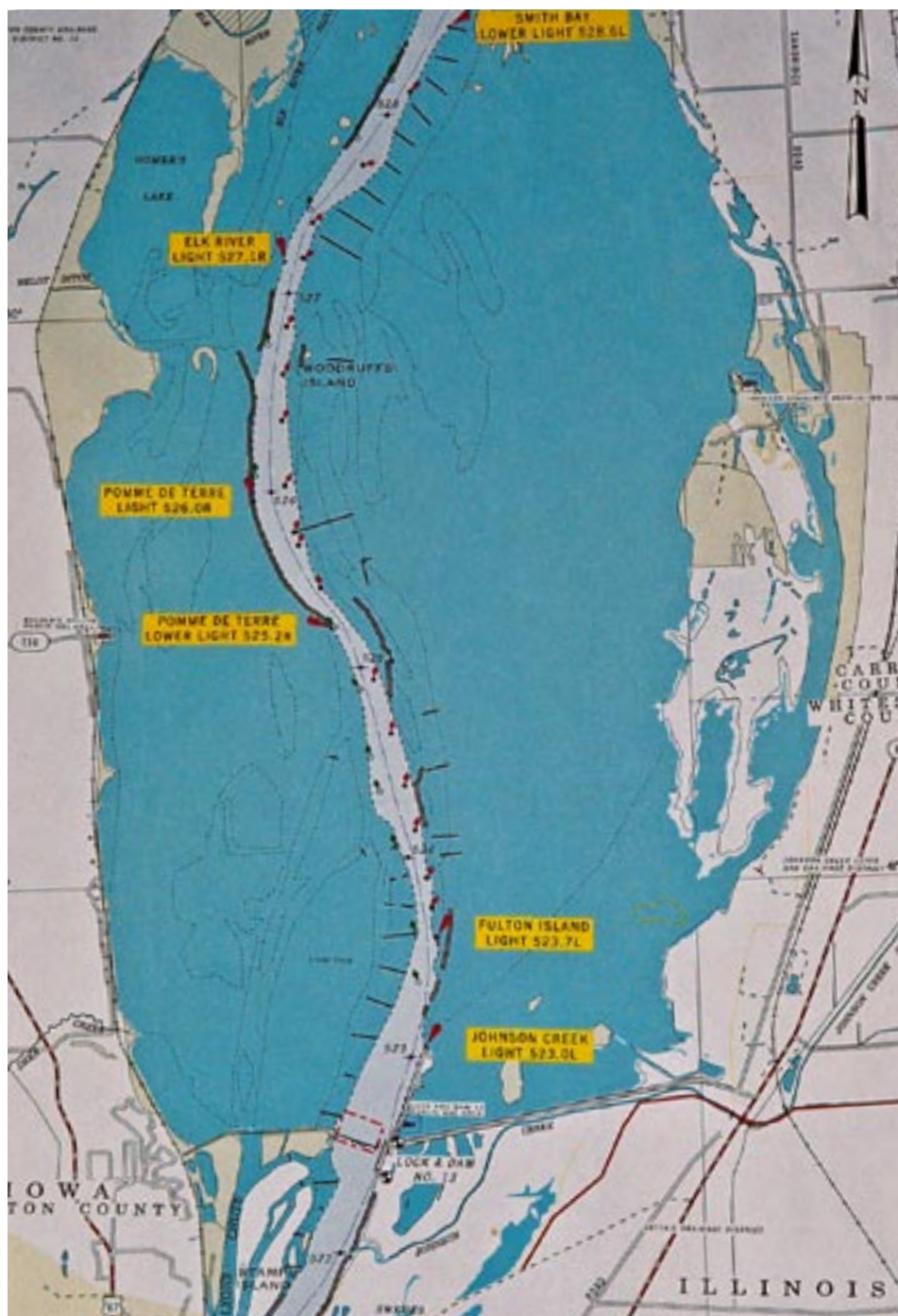




Photo: Rich Voss, ADSO-PS 20-6 D9CR

Norm and Frieda Herman, VCP and FC 20-8 D9CR, respectively, join young David Gensemer, a flotilla honorary member, at the Fourth of July parade in Ludington, Mich., one of two adjoining sport-fishing meccas on Lake Michigan.

PATRIOTISM SHINES IN MICHIGAN

By Tom Rau

FSO-PA 20-8 D9CR

There is nothing like a Midwest Fourth of July parade to embrace the heart of America's Heartland. In the Midwest, the core land of America, patriotism isn't just a word—it's a way of life that shines like the mid-summer sun across a Kansas wheat field.

No matter how small the Midwest hamlet or town, or how large the city, thousands of residents and visitors turn out to share a Stars and Stripes moment, a moment that finds young and old sharing a common bond—America, our wonderful Land of the Free.

It is a moment that is most fitting for America's Volunteer Life Savers to partake of, and display, their unselfish contributions, as do so many other countless volunteers who symbolize American generosity.

No more appropriate place might there be than Manistee and Ludington, Mich., for our Coast Guard Auxiliary members to parade their patriotism.

Located on the eastern shore of Lake Michigan, the port cities of Ludington and Manistee share a common maritime heritage that traces back to 1879, with the debut of the United States Life Saving Service. Through gallant rescues and selfless service, the



men of the USLSS wove their presence into the very psyche of these two lakeside cities.

That community mind-set now embraces the Coast Guard, which continues to operate stations at both Manistee and Ludington with the same commitment of their forbears. In 1992, Manistee officials nominated USCG Station Manistee's personnel as the city's Citizens of the Year. The bond is that strong.

The two ports each year draw thousands of fishermen to their waters, where an abundance of Coho, Chinook salmon, and lake trout have elevated these sport-fishing meccas to national prominence.

And, as Coast Guard crews have assisted many of the anglers on the water, the two cities' Auxiliary team members have assisted the fishermen and other boaters with countless Vessel Safety Checks and boating-safety courses.

Let there be no doubt about it: As our Volunteer Life Savers passed along the Fourth of July parade routes in Ludington and Manistee with Coastie in tow, many onlookers uttered their

thanks – thank you, guys and gals, for making us safer boaters. And they are! 🇺🇸

Tom Rau, now an active Auxiliarist, is a retired USCG Senior Chief Petty Officer.

PARTICIPANTS BACK 'WEAR IT!' CAMPAIGN

NSBW Sweeps the Nation


By **HARRIET HOWARD**
DVC-AS

The Coast Guard, the Coast Guard Auxiliary, the National Safe Boating Council and other boating organizations all spoke with one voice for the 2007 National Safe Boating Week (NSBW) campaign in May. "Wear It!" they said.

In all 16 districts, Auxiliarists met the boating public at information booths, vessel examination stations, and public education classes. City, state and local dignitaries signed proclamations promoting boater education – with an emphasis on life jacket (PFD) wear.

Following are the NSBW highlights gleaned from the districts:

D1NR: For the first time ever, Auxiliarists conducted Vessel Safety Checks (VSC) of Army Corps of Engineers patrol boats at the Bourne Basin on the Cape Cod Canal. They also led public tours of USCG Station Cape Cod. In another "first, Guinness – COMO Penny Pendergast's pet Labrador – wore his PFD while visiting the kids at schools in central Massachusetts. For the twelfth consecutive year, members attended the Auxiliary Night at the Boston Pops.



Missy Bear, the Giant Canine golden retriever mascot at Hammond Stadium in Ft. Myers, Fla., sports a Personal Flotation Device for the fans (including an unidentified Coastie) during a National Safe Boating Week promotion in the Florida city.

Photo: Daniel Eaton, Flotilla 91 D7

D1SR: In Manhattan, Harry – the canine mascot at USCG Station New York – modeled *his* PFD on the Fox News broadcast, *Fox & Friends*. Stu Soffer, N-MS, urged viewers to wear *their* life jackets when aboard their boats. At the Long Wharf at Sag Harbor, Flotilla 18-2 conducted VSCs and gave away 65 life jackets.

D5NR: Despite the rain, Coastie® appeared at the NSBW event at Penn's Landing, Philadelphia, to talk up safe boating and PFDs. A helicopter from USCG Air Station Atlantic City, N.J., provided an air/sea rescue demonstration, and Rabbi Green and Father King blessed the people, the helo and the boats.

D5SR: WMAR-TV (Channel 2) filmed VSCs being conducted at Sandy Point State Park, in Maryland. At USCG Station High Rock, N.C., Fox News taped presentations about PFD use and safe boating on Badin Lake. Information booths were set up at West Marine and Bass Pro Shops, and a life jacket exchange took place at the Bass Pro Shop in Arundel Mills, Md.

D7: In Ft. Myers, Fla., Missy – the Giant Canine mascot – scored a hit with sports fans at Hammond Stadium, as she showed off her life jacket. In Puerto Rico, at a Coast Guard Sector San Juan press conference, Division 1 members demonstrated the proper way to wear a life jacket, and modeled PFDs at local West Marine and Wal-Mart stores.

D8ER: In Guntersville, Ala., Flotilla 24-2 set up a life jacket display inside a Wal-Mart and PFD Panda shared the *Wear It!* message with shoppers. At Boat Mart, in Guntersville, four VEs conducted VSCs at a boat launch.

D8CR: In Lake Charles, La., 675 elementary school children became a “force multiplier” for NSBW by taking part in a contest to produce their own boating safety messages. Flotilla 66 sponsored the contest, and local stores donated materials and prizes for the winners. The first-place prize was a ride on a Coast Guard boat.

D8WR: Several Division 5 members participated in a Bass Pro Shop and Stearns event in Springfield, Mo., where they were interviewed by local ABC-TV and CBS-TV affiliates, discussing PFD types and their proper fitting. An *Arkansas Democrat-Gazette* story, headlined “Safe Boating Week,” advised boaters to “strap on that life jacket; it could save your life!”

D9ER: Information booths focusing on water safety for kids were set up at the Boy Scout Camperall in Niagara Falls, N.Y., and Kids Safety Day at the Huron (Ohio) Boat Basin. At the Children's Fair



Photo: Ed Sweeney, DC-A



Photo: Leanne Sweeney, DCP-3 D11NR

LEFT: Vic Connell (left), DCO 11NR, and Captain David Swatland, Deputy Commander, USCG Sector San Francisco, discuss safe-boating tenets with actress Christa Miller, the celebrity spokesperson for CalBoating's 'Wear-It-California' PFD promotion, at Buckley Cove Marina, Stockton, Calif. Miller has appeared often on *Scrubs* and *The Drew Carey Show*. Behind the trio is the state's official 'Wear-It-California' boat.

LOWER LEFT: A future California Auxiliarist hangs on every word from current Auxiliarist Ed Sweeney, DC-A, who uses the tow-headed tot as a model to demonstrate the importance of a properly-fitted life jacket

RIGHT: During National Safe Boating Week, PFD Panda (aka Richard Miles, Flotilla 24-2 D8ER) tells a little friend at the Wal-Mart store in Guntersville, Ala. all about the importance of wearing a Personal Flotation Device when on board a recreational vessel.



Photo: Lynn Miles, SO-PA 2 D8ER

in Gannon, Ohio, attended by 3,500 children, Auxiliarists modeled PFDs and gave out Life Saver candies.

D9CR: Michigan Secretary of State Terri Lynn Land issued a press release encouraging safe boating and listing the Auxiliary as "first in the name of those providing boater education." At the Base Pro Shop in Gurnee, Ill., Division 3 held a life jacket trade-in and gave PFD demonstrations.

D9WR: The Auxiliary and the Army Corps of Engineers co-chaired the 2007 Mid-America River Expo in Alton, Ill., which offered up a safe boating class, a towboat simulator, and a Coast Guard recruiting/display table.

D11NR: The California Boating & Waterways Department (CalBoating), in partnership with the Sacramento Safe Kids Coalition, mounted the 8th Annual Life Jacket Trade-In, with CalBoating, Radio Disney, Sam's Club, CBS Radio and the Auxiliary joining forces. During the trade-ins, children's PFDs that were too small, damaged or torn were exchanged for new USCG-approved life vests. Numerous interviews and reports about NSBW and boating safety were shown on Sacramento-area TV stations, and Division 12 held a life jacket exchange at the local Wal-Mart. The Auxiliary also partnered with CalBoating for a press conference at Buckley Cove Marina, in Stockton, to kick off the *Wear It!* California PFD campaign for the Delta. It featured actress Christa Miller, the campaign's spokesperson. The *Reno Gazette Journal* published two articles about boating safety, mentioning the Auxiliary as "the preferred way to take a safe boating course."

D11SR: At Channel Islands Harbor, Calif., NSBW events were kicked off at the 2nd Annual Safe Boating Expo, publicized by Radio Station KHAY. There were demonstrations on the proper use of life jackets, fire extinguishers, and on-the-water damage

control. Flotilla 58 conducted VSCs, set up a boating safety booth and christened a new Auxiliary Operational Facility, *Li'l Dunk II*, at Sunset Aquatic Marina, in Huntington Beach, Calif. In Arizona, NSBW activities started with the Tri-State Boating Safety Fair at Lake Havasu, sponsored by Arizona, California and Nevada. The Auxiliary performed VSCs, while local law enforcement personnel conducted ramp checks. Old PFDs were exchanged for new life jackets. A rescue swimmer demonstration by a HH-60F helo from USCG Air Station San Diego highlighted the day.

D13: The Coast Guard and Auxiliary participated in the Safe Boating Carnival in Seattle's South Lake Union in Chandler's Cove. Activities included free sailing and kayaking clinics, powerboat rides and a USCG helo air/sea rescue.

D14: The Auxiliary, the Honolulu Fire Department, the Hawaii Department of Land and Natural Resources, and the Division of Boating & Ocean Resources teamed up for Expo 2007 at the state's Keehi Smallboat Harbor, in Honolulu. The event featured a Coast Guard air/sea rescue, VSCs and exhibitions. In Hilo, Flotilla 3-19 and the USCGC *Kiska* crew held a Flare Day, while on Guam, VSCs and a Blessing of the Fleet were mounted.

D17: NSBW was the start of the Seward Harbor Opening Weekend and the Seward Sea Symposium, in Alaska. Auxiliarists and active-duty Coasties offered classes on safe boating practices at the symposium. Members set up a safety booth at the USCGC *Mustang's* moorings, and the public was treated to a Coast Guard Jayhawk helicopter demonstration of hoists from the Seward Safe Boat. In Ketchikan, VSCs were offered at the launch ramp in the Marine Basin's small-boat harbor.

And so, *Wear It!* was the message heard throughout the nation in May. It was repeated everywhere, emphasizing the importance of life jacket wear for all recreational boaters. 🐼



The flotilla of three Auxiliary Operational Facilities from Maryland proceeds through the turbulent waters of Chesapeake Bay on its way from the mainland to Smith Island, where many residents still speak English with words and accent identical to Britishers who lived during the 16th Century reign of Queen Elizabeth I.

safe boater. It's helpful to take the course and good for young boys my age."

All students received a Certificate of Completion, and 60 percent passed Maryland's new, tougher-than-before exam. That night, to celebrate, Dize brought two bushels of fresh Maryland crabs that he had just caught, and we had a little party at the marina.

Given the weather and tidal forecasts for the next day, we rose very early. Dize's wife,

Jenn, presented each boat's skipper with a traditional Smith Island 10-layer cake for our crews to enjoy on the way home.

Again, we were guided by Dize down the treacherous channel, in which a visiting trawler ran hard aground the previous evening, and on into the now-rough and windy bay.

Although not all of the students passed the Maryland exam, they all did learn about boating safety and that Coast Guard



An important point about boating safety is emphasized by Warren Hall, VFC 7-10 D5SR, during a training class on Smith Island, Md.

personnel are their friends.

Our consensus: "Everybody won!"

We won, too, because we had experienced the people and hospitality of Smith Island, helped the children and participated in their learning, and we met and made friends with Auxiliarists from other flotillas who we had not known previously.

Fittingly, the Greek word for "friend"—*filos*—is the same as the word for "stranger." The Greeks are mariners, too. 🦋



There are lots of happy faces when school's out on Smith Island...faces of both the students, who ranged in age from eight to 35, and the Auxiliarists who journeyed out from the Maryland mainland to teach them a mandatory Maryland safe boating course. Beaming proudly, at the front left, is Bill Ormsby, DCP-7 D5SR, and a former U.S. Navy Chief Petty Officer, who organized the Auxiliary instructors' trip out to Smith Island.

HOLY HALIBUT! HOMER'S HOPPING

Alaska Auxiliarists See
Lots of Fast Action in the
Waters of Kachemak Bay

**Story & Photos by
MCKIBBEN JACKINSKY**


DSO-PB 17

It seems like there is *never* a dull—or routine—moment for Auxiliarists in Homer, Alaska.

Take that June day, a while back, when the weather on Kachemak Bay, at the end of Alaska's Kenai Peninsula, was picture-perfect.

The sky was blue, the water calm, and a lazy summer breeze was testing the mettle of sailing crews competing in a regatta sponsored by the Homer Yacht Club.

Helping to ensure that the event's safety record was also picture-perfect that day were coxswain Sandy Mazen, VCP-2, and crew-member Mike Riley, FC-21, both D17. They were aboard SAFE Boat 275594, a 27-foot vessel owned by the Coast Guard and operated by Flotilla 21 (Homer).



Flames and thick black smoke billow from a burning 19-foot fiberglass Omega sailboat in Kachemak Bay. Flotilla 21's Auxiliary Operational Facility 275594 transported the three adults and two children rescued from the boat back to safe harbor in Homer. The burning boat had been a Homer Yacht Club regatta entrant.



Preparing for their first safety patrol of the season aboard the Coast Guard-owned, Flotilla 21-operated 27-foot SAFE Boat 275594 are, from the left: Doug and Sandy Stark, crew trainees; coxswain Craig Forrest, DSO-PV 17; crewmember Mike Coffing, FSO-OP 21; and, Jim Richards, crew trainee.

Mazen and Riley stayed beside the racing vessels throughout the day, careful not to impede the sailboats' speed, yet ready to provide assistance in case of emergency.

With the last boat over the finish line, the two Auxiliarists were preparing to return to the Homer harbor when billowing black smoke a mile away caught their attention.

An hour later, they had taken aboard three adults and two children rescued from the source of the smoke—a burning boat—by a Good Samaritan, who was the first on-scene. The Auxiliarists transported the unharmed, but badly frightened, individuals back to Homer.

Following orders from the USCG Alaska Command Center in Juneau, Mazen and Riley returned to the still-smoking hull of the 19-foot fiberglass Omega, and provided Juneau with updates, until given the order to stand down.

Before returning to port, however, Mazen and Riley were summoned by a recreational vessel that had lost power. Finally, after completing a side-tow of the craft that had two people on board, they headed back to Homer, and the Auxiliarists were able to call it a day.

What began as a relaxing, enjoyable safety patrol ended in two search-and-rescue (SAR) cases, teaching anew the meaning of *Semper Paratus*.

Remaining “always ready” is a frequent mandate for the 23 members of the Homer Flotilla.

Just weeks before, Mazen and crewmember Craig Forrest, DSO-PV 17, were conducting an on-the-water exercise for trainees Mike Coffing and Jim Richards, when they spotted a capsized sailboat and two individuals in the frigid waters of Sadie Cove.

The training session immediately became a real-life SAR.

Tides, weather and the large number of boats using Homer's harbor create challenging situations. “Not only does that make our job harder, but there is more danger to other mariners,” Riley said. “Someone who is not educated on these waters can easily get in trouble.”

In order to sharpen the skills of coxswains, crew and trainees, safety patrols frequently double as training opportunities.

“This occurs about three to four times a week during the summer boating months,” said Mazen. “These patrols are designed to afford training in navigation skills, man overboard drills, local area familiarization, skills in operating the SAFE Boat and its electronics, and basic boat-handling.

“As a result of many of these safety patrols, we have been in the area of boating mishaps, such as capsized boats, boats on fire, or boats with engine problems needing assistance. As we patrol the local

waters, we are capable of deploying the SAFE Boat quickly and effectively, if need be.”

A city of some 5,300 residents, Homer has a harbor with more than 900 reserved stall- and over 6,000 feet of transient-mooring, as well as a five-lane boat launch ramp. A commercial fishing fleet keeps the area busy year-round.

Fishing charters and recreational boaters make for very busy summers, fueled by Homer's proud claim to be The Halibut Capital of the world.

The Homer Flotilla also responds to emergencies in Seldovia, Port Graham and Nanwalek—three Kachemak Bay communities that are accessible only by water or air.

One notable emergency occurred in August 2005, when heavy fog made it impossible for aircraft to reach a Seldovia individual suffering from chest pains.

Mazen and Riley quickly responded with SAFE Boat 275594, transporting the ailing individual and an Emergency Medical Technician to medical help in Homer—some 16 miles away—and then returning the EMT to Seldovia.

“Homer is a very attractive place for people who enjoy safe boating and doing SAR missions in an awesome boat,” said Riley. “We are in the process right now of growing rapidly, which has a lot to do with our SAFE Boat, more publicity, our safe-boating programs, and recruiting new members through our boating safety education programs.”

Flotilla 21 has received awards for the number of SAR cases it completed in the Kachemak Bay and southern Cook Inlet areas, and for offering and completing a high percentage of SAR-specific training. 🌟

Story & Photos by
HARRY W. SWEEZEY

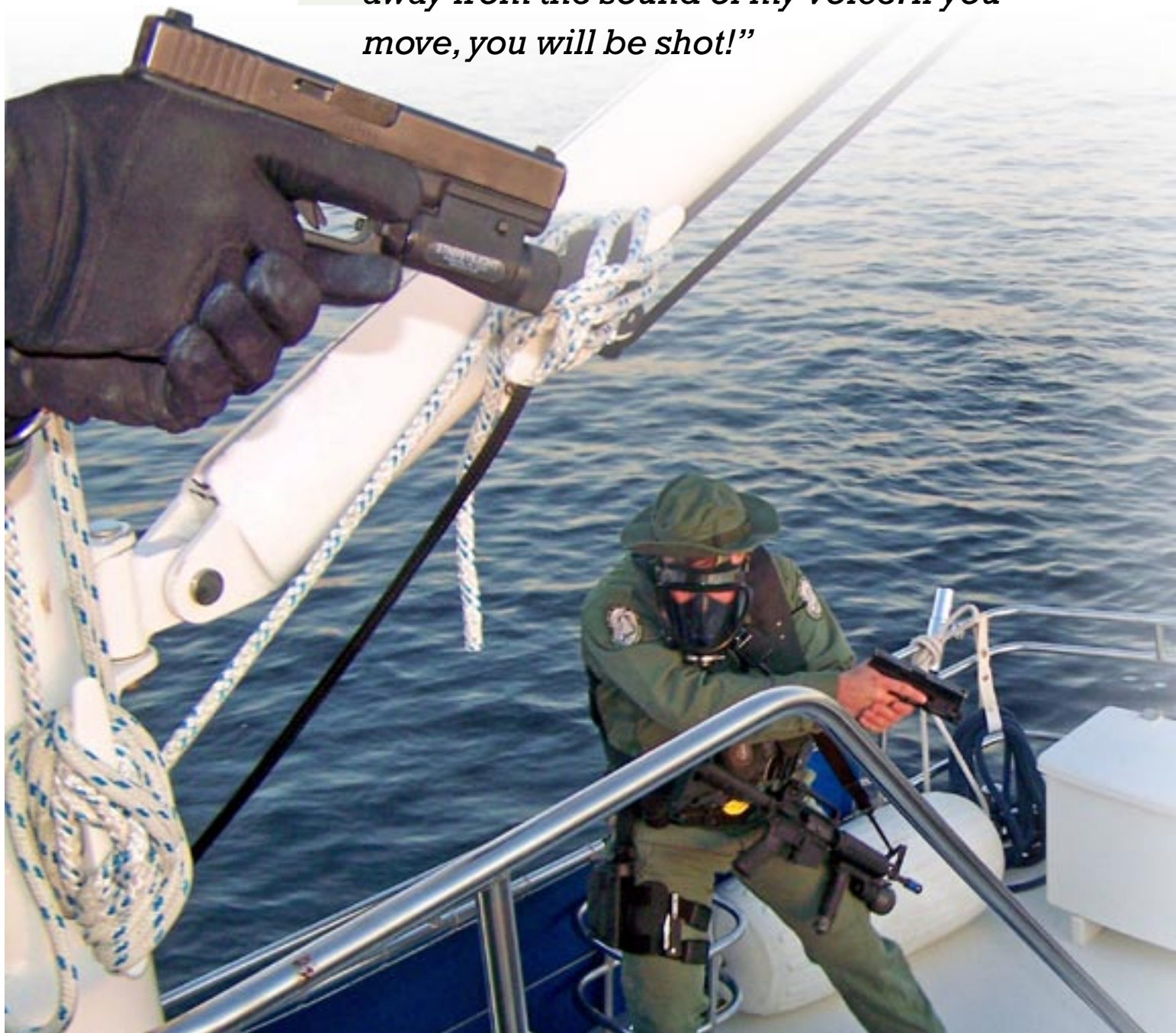
FSO-PB 19 D8CR

|||||

Guns drawn, members of the Florida Fish & Wildlife and Conservation Commission Special Operations Group converge on an Auxiliary vessel in search of the 'bad guys,' during an exercise in waters off Bay County, Fla.

BAD GUYS: BAD DAY

"Freeze! Do not move. This is Marine Law Enforcement. Place your hands behind your head and interlace your fingers. Turn away from the sound of my voice. If you move, you will be shot!"



Those were the commands that some Florida Auxiliarists heard as they took part in a Bay County Marine Law Enforcement Alliance (BCMLEA) training exercise, in the waters of St. Andrew Bay, off Panama City, in Florida's Panhandle.

The BCMLEA is composed of various law enforcement and rescue agencies located within the Bay County area. Because it is considered to be a rescue asset of Team Coast Guard, the Auxiliary was offered a role as a training partner in the group.

Alliance members included the Bay County Sheriff's Office, Florida Fish & Wildlife and Conservation Commission (FWC), Panama City and Panama City Beach Police Departments, Panama City Fire Department, the Coast Guard, and Auxiliary Flotillas 16 (Panama City) and 19 (Panama City Beach).

Auxiliarists played the role of the "bad guys." Garbed in civilian attire, they were placed on pre-selected vessels and assumed the role of suspected law-breakers. Alliance members then boarded each vessel and placed the "criminal" Auxiliarists under arrest-handcuffs and all.

To make the exercise realistic, Auxiliarists were not always located in plain sight and made easy to find. They were able to witness the dangers of this type of scenario under real-life situations.

As the day progressed into night, the Auxiliarists moved to a 52-foot fishing trawler owned by a member of FL-19. During this portion of the exercise, a FWC Special Operations Group (SOG) team conducted multiple high-speed, surprise boardings. They were armed with training weapons and night-vision goggles (NVG).

In order to distract the Auxiliary vessel's crew, a FWC helicopter approached the bow with a powerful searchlight. At the same time, a high-speed FWC vessel passed by the side of the Auxiliary vessel and tossed empty plastic containers, simulating tear gas devices.

If that weren't enough, personnel on two high-speed FWC boats boarded the Auxiliary vessel at her stern. The "invaders" wore gas masks and NVGs, and were armed with various assault weapons. The SOG team searched the entire Auxiliary vessel for contraband and simulated an arrest of one member who was acting as a law-breaker.

The purpose of the training exercise was to standardize boarding techniques to be used during felony arrests involving boaters in the waters of Bay County.

The day and night exercise was deemed a total success by the BCMLE Alliance. Meanwhile, the participating Auxiliarists had the opportunity to be "team players" in the newly established organization. 🌟



During the night-time portion of the multi-agency exercise, a member of the Florida Fish & Wildlife and Conservation Commission Special Operations Group holds at bay a suspected 'criminal' - Commodore Bill Crouch, DCO 8CR -- while preparing to handcuff the Auxiliarist.



Only her raised hands can be seen, but it's clear that Beverley Whaley, FSO-PV 19 D8CR, knows she's been 'captured' by The Forces of Law & Order during an exercise that included Auxiliary vessels in the waters off Bay County, in the Florida Panhandle.

A new flotilla rises in Alaska

FL-21 D17 sets up shop in Petersburg

By **LINDA SHOGREN**

DSO-PA 17

Home, as the saying goes, is where the heart is....

On June 4, 2007, District 17 chartered a new flotilla in Petersburg, Alaska. But where's Petersburg?

Actually, it's a small island fishing community—known as Little Norway—that is many miles removed from any road system, and nestled half-way between Juneau (120 miles to the north) and Ketchikan (110 miles to the south)

The tiny town of 3,155 residents sits in the heart of the Tongass National Forest, at the entrance to Frederick Sound, on Wrangell Narrows. It is well off the beaten track of most cruise ships, yet wide enough for the Alaska Marine Highway System's ferries.

Being isolated has helped mold the character of Petersburg's residents into highly self-sufficient individuals, as they have depended upon the sea for their livelihood since the first Scandinavian fishermen and homesteaders arrived.

Starting a flotilla from scratch in a remote Alaska community is quite an achievement. What makes the new Petersburg Flotilla 14 interesting is that its founding members are a unique blend of first responders from the community and active-duty personnel stationed on the Coast Guard Cutters *Anacapa* and *Elderberry*.

Not to mention a talented retired couple—Auxiliarists Brad and Linda Wells—who, in July 2006, re-located from Whittier, Alaska to follow their dream by living on their boat...in Petersburg Harbor.

Here is their story:



One day, not long ago, the Wells were sailing—headed for Ketchikan—but instead, they stopped at Petersburg. They were made to feel quite at home by the small harbor's live-aboard community. Some emergency services personnel expressed interest in Auxiliary boating-safety classes.

That was a great “excuse” for the Wells, who are qualified Auxiliary instructors, to stick around a bit longer and get to know the locals as well.

While members of Whittier Flotilla 24, the couple had worked with USCG Marine Safety Unit Valdez during the winter before they set sail for their new home.

Brad formerly served as FC-24, and Linda had been his FSO-PE. Teaching *Boating Skills & Seamanship*, *Navigation*, and *Advanced Navigation* classes had honed their skills as instructors.

Moving their 40-foot boat, *SOTA*, to Whittier from Bellingham, Wash. in 2005, had prepared them for future sea adventures and it fueled their dream of a live-aboard lifestyle in retirement.

The Auxiliary skills that the Wells brought with them to Petersburg were a perfect match with the needs of the community. The couple arrived with certifications and qualifications that were critical

to the successful building of an Auxiliary flotilla.

Both are qualified coxswains and their boat is an Auxiliary Operational Facility. As soon as they arrived in Petersburg Harbor, they offered to provide the Coast Guard with an additional search-and-rescue asset in this remote area. Because of their qualifications, the Wells could immediately begin to train new flotilla members in operations.

The couple was quite familiar with Coast Guard procedures and thought it appropriate to introduce themselves to the crew and commanding officers of the two USCG Cutters that are home-ported at Petersburg.

In October 2006, the Wells began coordinating an *America's Boating Course* class for the community. They approached Lieutenant Junior Grade Jody Maisano, Executive Officer of CGC *Anacapa*, who found four instructors from that Cutter and two more from CGC *Elderberry*.

Linda Wells recalled, “Word-of-mouth, radio and flyers helped spread the word about the class and proved there was huge interest in the community for learning better boating skills.”

Some of the two Cutters' crew members



Photo: Noreen K. Folkerts, DCP-1 D17

In Alaska's strikingly beautiful Tongass National Forest's Frederick Sound, at the north entrance to Petersburg's Wrangell Narrows, Bob Mattson, ADSO-MS D17, mans the helm of Auxiliary Operational Facility *Noreen Kay* as the trainee-packed OPFAC *SOTA*, owned by Brad and Linda Wells, circles around in preparation for a stern tow evolution..

expressed interest in joining the Auxiliary to become more involved with the community during their Petersburg posting. There are no malls, movie theaters, or chain restaurants, so the town offered the crew precious little for socializing.

However, the safe-boating classes offered them an opportunity to be better neighbors and to increase their interaction with other emergency responders.

The first meeting was held in October 2006, and a sufficient number of interested people were there to form a Petersburg flotilla. Half the charter membership consisted of Coasties and half were civilians from the community.

All members of the new flotilla have helped with public education classes and training of Auxiliary boat crew and coxswains.



Photo: Burl Weller

Auxiliarists Brad and Linda Wells go for a stroll on the dock in their new home town – Petersburg, Alaska. Behind them are Wrangell Narrows and Kupreanof Island.



Photo: Noreen K. Folkerts, DCP-1 D17

Members of Alaska's new Flotilla 14 D17 are sworn in by Rear Admiral Arthur E. Brooks, Commander, Seventeenth Coast Guard District, in ceremonies at Petersburg's historic Sons of Norway Hall. Members are, front row from the left: Judy Forgey, FSO-PA; Linda Wells, FSO-PE; and, Brad Wells, FC and DSO-MS 7). In the back row, from the left, are: Judy and Tom Reinarts; Rick Greene, FSO-MS; Tom Laurent, VFC; Margaret Reddy; Bruce Jones, FSO-FN; Sam Bunge; and, BM2 Pete Candlish, USCGC *Elderberry* and an Auxiliarist.

Lieutenant Commander Sue Albright, the D17 Director of Auxiliary, said, "Having an Auxiliary SAR boat with crew move to this community brought many benefits. All the right ingredients came together in Petersburg. You don't often see a flotilla being built from scratch in just eight months, especially in such a remote area. These members are all exceptional."

By July 2007, the new flotilla had 19 members and was providing numerous boating-safety services to the appreciative Petersburg community.

Linda Wells insisted that Flotilla 24 had been responsible, in large part, for the rapid success of Flotilla 14.

"None of us here in Petersburg would

claim that it was because of a sudden spark of magic that we are an energetic new flotilla," she insisted. "This grew from the years Brad and I spent in the Whittier flotilla, learning the ropes, and then finding here in Petersburg a fertile environment to plant the seed.

"Flotilla 14 has flourished with people eager to contribute their time and special backgrounds, forming a strong base to build on for future years. It's just a great story, and it continues to supply us with new surprises, turns and adjustments—like a family, in a way.

"Older flotillas are our 'grandparents' who cheer us on. And that really makes it fun!" 🌸

SEE YOU AT G-SCHOOL

By **LISA McDANIEL**

Auxiliary Training Program Manager

Some of you may have read, in the previous issue of *Navigator*, my article on “C” Schools – what they are, how to register for one and what to do once you have attended one.

All that is good to know, but what about the courses available for fiscal year 2008 (FY08), which runs from Oct. 1, 2007 through Sept. 30, 2008?

Following is the list of potential FY08 “C” School courses. Remember, this is the list of *proposed* classes, dates and locations, which are subject to change at any time. For example, a scheduled class may be cancelled because not enough students enroll in it.

You will notice that some classes have months listed, but

not specific dates. This is because we do not know exactly when these classes will be held, so only the estimated, or

desired, month is shown.

As always, your best bet for information regarding any “C” School is the school web site – cschool.auxservices.org/c_school_list.htm – or from your Director of Auxiliary (DIRAUX) office.

This proposed “C” School schedule will be updated throughout the year, as schedules are fixed and any reasons for change arise. All updates and changes are posted on the “C” School web site, so be sure to periodically check on the course status. 📧

FY08 Auxiliary “C” School Course Schedule

(Proposed as of 10/26/07)

COURSE ID/ CODE	COURSE SHORT NAME / COURSE POC	LOCATION	DATE	SPECIAL NOTES
AUX-01 501060	MGT TNG SENIOR DIR OF AUX POC: LT Mike O'Brien COMDT (G-PCX) Bus: 202 372-1264 michael.j.o'brien@uscg.mil	WASHINGTON, DC	Nov 7-8, 2007	2 days 0800 Wed-1600 THU ACTIVE DUTY DIRAUXS 2 Instructor quotas 4 Student quotas
AUX-02 501061	AUXLAMs RESIDENT COURSE POC: Rich Asaro Home: 757-833-8093 Rasaro68@pinn.net	TBD	TBD	5 days MON-FRI 40 Student quotas 4 Instructor quotas
AUX-02A 501563	AUXLAMs ROADSHOW PART B POC: Richard J. Asaro Home: 757-833-8093 Rasaro68@pinn.net	Cape May	Oct 19-21 2007	32 Instructor/Student quotas
AUX-02B 501568	AUXLAMs RESIDENT COURSE POC: Rich Asaro Home: 757-833-8093 Rasaro68@pinn.net	TBD	TBD	5 days MON-FRI 40 Student quotas 4 Instructor quotas
AUX-04 501063	DISTANCE ED TECH TRNG BASIC POC: Bob Fritz Home: 610-358-3371 Uscgaux04@msn.com	ISC Alameda, CA ESU Seattle CGA Yorktown, VA ISC Alameda, CA	March April June July Sept. 2008	0800 – 2130 Thur –Mon (5 days of trng) 15 Instructor quotas 100 Student quotas

COURSE ID/CODE	COURSE SHORT NAME / COURSE POC	LOCATION	DATE	SPECIAL NOTES
AUX-05 501064	AMLOC REAR COMMO DPT CHIEFS POC: Charles Frederickson Home: 760-375-4925 Charlesfrederickson94@gmail.com	ST. LOUIS, MO N-TRAIN	Jan 2008	5 days MON-FRI 0800 – 1700 6 Instructor quotas 40 Student quotas
AUX-05 501805	AMLOC ROADSHOW DIV CAPT & VIC POC: Kenneth Renner Home: 313-292-5567 kenren2468@ameritech.net	TBD	TBD	50 Student quotas 8 Instructor quotas
AUX-06 501065	AUX ATON AND CHART UPDATING POC: Frank Larkin Home: 978 263-3023 frankjlarkin@verizon.net	YORKTOWN	June 6-8 2008	0800 FRI – 4 Instructor quotas 30 Student quotas
AUX-07 501066	AUX SENIOR OFF COURSE ASSOC POC: Carol Urgola; Home: 585 392-3505; Urgola1@aol.com	TBD	No class in 2008	BIENNIAL 22 student quotas 2 FT instructors ; 5 guest (1-day) instructors 20 Student quotas
AUX-09 501559	OPERATIONS TNG OFF (OTO) TRAINING POC: Lisa McDaniel COMDT (G-PCX) Bus: 202 372-1266 Lisa.a.mcdaniel2@uscg.mil	NACON	Aug 2008	New ACTIVE DUTY OTOs 3 days Mon-Wed 3 Instructor quotas 8 Student quotas
AUX-10 501548	INFO SYS (AUXDATA/AUXINFO) TNG POC: Marilyn McBain Home: 916 344-3464 marilyn11n@comcast.net	Alameda, CA Miami, FL Miami, FL CGA Alameda, CA	Feb Mar April or June May July August 2008	0800 Day 1 – 1200 Day 3. 12 Instructor quotas 120 Student quotas ALAMEDA MAX 20 MIAMI MAX 15 Cape May Max 30 CGA Max 20
AUX-11 501561	MGT LEVEL TRNG JR AUX DIRS POC: Lisa McDaniel COMDT (G-PCX) Bus: 202 372-1266 Lisa.a.mcdaniel2@uscg.mil	Alameda	Oct 30-Nov 1 2007	ACTIVE DUTY JR DIRAUXs 2 Instructor quotas 20 Student quotas
AUX-12 501562	AUX PUBLIC AFFAIRS & MKT TNG POC: Robert Nelson rnelson@auxadept.org	AS Clearwater, FL CGY Baltimore Alameda, CA	Feb May June 2008	0800 – 1700 Days 1 through 3 9 Instructor quotas 60 Student quotas
AUX-14 501570	AUX DISTRICT FLIGHT SAFETY POC: Byron Moe	NACON	Aug 2008 3 days	3 Instructor quotas 16 Student quotas
AUX-15 501571	AIR COORDINATOR TNG POC: Byron Moe	ST LOUIS, MO N-TRAIN	2 convenings – 2nd convening TBD Jan 2008 2 days	8 Instructor quotas 42 Student quotas
AUX-18 501574	SPATIAL DISORIENTATION/CRM TRAINING POC: Frank Tangel Home: 201-825-8339 tangelfabian@aol.com.	NAS PENSACOLA	Oct 18-19 2007 March 20-21 2008 June 19-20 2008 Sept 18-19 2008	1ST PRIORITY PILOTS. 2ND PRIORITY AIR CREW. 0730 THU – 1400 FRI 4 Instructor quotas 67 Student quotas

LEGEND:

AUX-01 Senior Directors of Auxiliary (new USCG active-duty Senior Directors only)

AUX-02 Auxiliary Leadership and Management training

AUX-04 Distance Education Technology training, Basic

AUX-05 Auxiliary Middle Level Officer Corps (One course is designed for RCOs; the other for VCOs and DCPs)

AUX-06 Auxiliary Aids to Navigation and Chart Updating

AUX-07 Auxiliary Senior Officer Course

AUX-09 Operations Training Officer training (active-duty new OTOs)

AUX-10 Information Systems (AUXDATA/ AUXINFO) training

AUX-11 Junior Director of Auxiliary Training (civilian, active-duty, or Auxiliary members working as staff in DIRAUX offices)

AUX-12 Auxiliary Public Affairs and Marketing training

AUX-14 Auxiliary District Flight Safety training (DFSOs and Air Station FSOs only)

AUX-15 Auxiliary Air Coordinator training (active-duty and Auxiliary air coordinators only)

AUX-18 Spatial Disorientation/ Crew Resource Management training (Auxiliary pilots and aircrew only)

A SHOCKING STORY!

By **Richard Blackman**

USCG Office of Boating Safety

There is a haunting similarity among most reported incidents of electrocutions at, and around, marinas: Witnesses invariably tell of being unable to assist the victims because, upon approaching them, the would-be rescuers were overwhelmed by a tingling, numbing sensation in their extremities.

More often than not, the indication is not an outright “shock.”

Unfortunately, without this insight from witnesses, an electricity-related fatality can be very difficult to classify because there is nothing to see, touch, or smell. The electricity generally leaves no trace of itself—not even on the victim’s skin.

Because the body is most often completely submerged in water, the telling burns of a traditional electrocution are nowhere to be found.

So, while paralysis and/or ventricular fibrillation are usually the cause(s) of death, drowning is what often appears to be the most reasonable explanation. In some cases, drowning is actually the cause of death because even relatively low levels of electric current can result in paralysis, which renders the individual unable to stay afloat.

Such ambiguity causes a serious disconnect in effectively raising public awareness of the life-threatening dangers of swimming in marinas.

Many factors can contribute to the electrical marine environment responsible for fatalities, but the ultimate killer is alternating-current (AC) electricity in the water. It can stem from a wiring problem on a powerboat that introduces voltage into the direct-current (DC) system, a low-level ground fault leakage in the marina AC shore power system, or other simple electrical malfunctions, such as deteriorating insulation.

Whatever the cause, if the AC is unable to reach ground (and potentially short and trip a breaker), it can create a deadly field in the water. A swimmer passing through this field is “seen” by the electrical current as a low-resistance path to the ground—especially in fresh water, where the human body makes a much better conductor because of its high salinity.

The result of electric current passing through the body is electrocution.

There are technical ways to help prevent these situations, such as ground fault monitoring for low level leakage, as well as devices that boaters can buy for their vessels to lessen the chance of an electrical accident.

But by far, the best rule to follow is—*never* swim in, or around, a marina. It’s simply not worth the risk.

Most marinas prohibit swimming because of the hidden electrical dangers, but such rules are certainly not mandated. Boaters should be leery of marinas that permit swimming around their docks because such facilities are not following widely accepted safety practices.

These accidents are not limited to marinas and shore power; they can also occur when people are swimming near any boat that is using an electrical generator or DC-AC inverter, if a fault exists in the electrical system.

We need to inform recreational boaters that, as an owner or operator, they are responsible for the safety of themselves and their passengers. As with other boating safety issues, the most effective thing we can do is create awareness of the dangers of marina electrocution.

We have to work together to plant the seeds that will one day spread and grow into common knowledge. Repetition is the key to behavior change, but the tone and content of a message is just as important as its frequency.

Instead of using scare tactics that have an uncanny ability to go in one ear and out the other, transmit to boaters the following key tactics on which they must focus to avoid electricity-related accidents:

- Never allow passengers to swim in, or around, a marina. Boat captains should make this one of their core rules and clearly communicate the very real dangers of underwater electrocution.

- Get a Vessel Safety Check (VSC), which could uncover dangerous electrical problems. Section B of Item 15 on the VSC Checklist states: “The electrical system must be protected by fuses or manual reset circuit breakers. Switches and fuse panels must be protected from rain or water spray. Wiring must be in good condition, properly installed and with no exposed areas or deteriorated insulation.” While this does not completely eliminate the danger, it reduces the risk of injuries. Boaters visit <http://safetysenal.net/GetVSC/> to schedule an exam.

(Note that it is important to communicate that a VSC is not a boarding or a law-enforcement action. Citations will not be given. Upon completion, boaters will receive a copy of the “safety check” for recommendation purposes only.)

- Encourage marinas to post and maintain signs warning against swimming. The signs should specifically address underwater electrical dangers; otherwise, potential swimmers may not realize what lies beneath the surface and choose to disregard the signs as “safety overkill.” Ask marina operators what steps they have taken to ensure that their shore-based electrical service system is compliant with all local electrical codes. Also, ask whether the marina has installed devices to warn of electrical faults.

- Take the necessary steps to ensure that all electrical installations and maintenance/repairs are completed by qualified personnel, in accordance with federal regulations and accepted marine standards.

Too many lives have been lost as a result of completely avoidable marina electrocution accidents. The mystery around this tragic cause of death has overshadowed prevention efforts for too long.

It is up to us to educate boaters about the potential dangers at hand and give them the guidance they need to make informed decisions. ⚓



First Pilot Bill Stinson, VFC-17 D8CR, pumps gas into his Auxiliary Operational Facility—AUXAIR 0483—as Tom Keane, also in FL-17 (Pensacola, Fla.), observes the process during a refueling stop at the Picayune, Miss. airport. The crew would soon take off again and head for an airborne rendezvous with a Coast Guard helicopter for a Rotor Wing Air Intercept training mission over the Gulf of Mexico coast.



Photo: Amanda Armstrong

AUXAIR is on-scene to assist the USCG

By **Amanda Armstrong**

SO-PA 1 D8CR

The Coast Guard recently was tasked with another new mission—providing air-guard and air-intercept resources for sensitive, restricted airspace.

This includes the permanent Flight Restriction Zone (FRZ) above the U.S. Capitol in Washington, D.C., and any temporary FRZs established for special events, such as the Olympics and launches of the Space Shuttle.

Since 9/11, there have been several instances when small civilian aircraft have flown inadvertently over the Washington restricted zone and other security zones. It is now the Coast Guard's job to initially approach suspicious aircraft, identify them, and help determine their intentions.

This new mission brings with it new pilot training requirements, which has led the USCG to turn to the Auxiliary for support.

The airborne interception missions require that Coast Guard helicopters maneuver into extremely-close flying range of small planes. Since the Auxiliary has a wide variety of these small aircraft,

it makes sense to use AuxAir Operational Facilities (OPFAC) as training targets for Coast Guard helo pilots and crews.

In order to acquire and maintain pilot proficiency in the required air interception, identification, communication, and escort skills, active-duty resources have asked for AuxAir OPFACs to support them on initial- and qualification-maintenance training missions.

An example of how the Auxiliary has responded can be seen at Flotilla 17 D8CR (Pensacola, Fla.), where one of its facilities—AUXAIR 0483—not long ago joined a Coast Guard Rotor Wing Air Intercept (RWAI) training mission over the Gulf Coast region.

At the controls of the Cessna 172 was First Pilot Bill Stinson, VFC-17, who was joined on this mission by Air Observer Tom Keane, also in FL-17.

They took off from Pensacola and landed at Picayune, Miss. to refuel and meet up with the crew of Dolphin 6589—an HH-65C helo from USCG Air Station New Orleans.

The helo crew consisted of Lieutenant Chris Huberty, the Pilot-in-Command; Lieutenant Junior Grade Mark Upson, a trainee; AET2 Kevin Dermott, the flight mechanic; and, LT Brianna Knutson, an observer.

The Coast Guard had selected the Picayune airport because of its somewhat-remote location and because it had very few aircraft.

The pre-flight briefing revealed that the Picayune airport was to be the center of an imaginary 30-mile temporary FRZ and that it would be AUXAIR 0483's job to violate that zone and be intercepted by the helo.

When the OPFAC crossed into the restricted zone, the North American Air Defense System (NORAD) would notify the helo crew, which would then get air-

borne to intercept the intruder as quickly as possible.

The AuxAir Cessna entered the restricted zone from the southwest. And, sure enough, not long after crossing into the zone, a little black speck was spotted approaching the OPFAC.

Soon, the speck had grown into a Dolphin helicopter that was on an intercept path from dead-ahead. The helo came to within one mile of the Cessna's nose, then shot up into the air over the top of the fixed-wing aircraft.

Talk about a way to get attention!

Then, the helo moved to a position at the Cessna's 7-8 o'clock, approximately 200 feet above, and 300 feet laterally separated and behind 0483's port side. The Dolphin held position long enough to identify the OPFAC's tail-markings and radio them in, then edged up beside the wing and, eventually, held position about 200 feet off Stinson's window, at the 11 o'clock position..

From this position, the helo crew began procedures to establish visual communication with the Cessna.

At 5,000 feet, this can be difficult, but a simple wing (rotor) rock, or multiple flashes of navigation lights, can communicate volumes. The helo also carries a lighted signboard on which display messages and directions to the intercepted aircraft can be typed, if necessary.

This intercept procedure was repeated three times, with the helicopter using various initial approach angles—head on, abeam, and from an angle.

Once again, the Coast Guard's mission has been expanded, and once again, it has turned to the Auxiliary for support. This whole exercise demonstrates how both arms of Team Coast Guard are working together to make America safer. 🇺🇸

"We are targeting all negligent operators of vessels. The Coast Guard has been receiving complaints for some time of negligent operators, and we are undertaking an effort to address the problem with this outreach program before a major enforcement push begins."

— LT KEVIN BOYD

Outreach helping fishermen

D8CR Auxiliarists assist 'Bow Thrust'

**Story & Photos by
Richard Eberhardt**

FSO-PA 49 D8CR

In a major effort to increase safety on the Lower Mississippi River, Coast Guard Sector New Orleans is coordinating—with Auxiliary assistance—an outreach effort that it hopes will better educate commercial and recreational boaters about safe-boating practices.

Dubbed Operation Bow Thrust, the program is focused primarily on convincing commercial fishing vessel operators to monitor and communicate passing arrangements to each other on VHF Channel 67.

BowThrust was launched to address the problem of slow-moving trawl boats on the Lower Mississippi River, which often have their nets in the water as they cross the bow of less-maneuverable ships or tows.

By communicating passing arrangements on a marine radio channel familiar to all, the Coast Guard hopes to mitigate the problems that can arise in such situations.



The secondary focus of Bow Thrust includes recreational vessels, even though they are much more maneuverable than the trawlers.

The effort has been coordinated by a group of officers at the Sector New Orleans Enforcement Division, aided by some members of Flotilla 49 D8CR (New Orleans) and the Associated Branch (Bar) Pilots, and the Crescent Pilots, NOBRA Pilots, and Federal Pilots associations.

The Mississippi Navigation Safety Association (MNSA), comprised of deep- and shallow-draft vessel operators, has been pushing the issue of proper communication for some time.

Flyers targeting primarily commercial fishing vessel operators have been printed in English and Vietnamese. They urge these operators to monitor Ch. 67 while on the river, and to use that channel to communicate their vessel intentions. Plans call for future brochures to also include Spanish-language instructions.

"We are not targeting any specific vessel type, or nationality, on board," insisted Lieutenant Kevin Boyd, who was deeply

involved with the operation prior to his recent reassignment as OCS instructor at the Coast Guard Academy.

"We are targeting all negligent operators of vessels. The Coast Guard has been receiving complaints for some time of negligent operators, and we are undertaking an effort to address the problem with this outreach program before a major enforcement push begins."

Ensign Chad Pool, who has moved into LT Boyd's former slot, pointed out that the Coast Guard had added new equipment and personnel—"to address negligent vessel operations, specifically as the illegal activity occurs"—in such critical areas as the Algiers Locks and The Jump, in the vicinity of Venice, La.

Two new 33-foot patrol craft, each equipped with three 250 hp outboards, have been assigned to Coast Guard Station Venice, under the command of BMCS Charles R. Bushey, to respond to such activity.

Chief Bushey said his new boats can reach nearly any vessel operating in his AOR in 12-20 minutes. One of the



ABOVE: Ensign Chad Pool (right), USCG Sector New Orleans Enforcement Division, points out to Captain Lincoln Strohm, Commanding Officer, Sector New Orleans, the position of the last reported incident of a fishing boat crossing in front of a larger commercial vessel, near the mouth of the Mississippi River.

LEFT: Erston Reisch Jr. (left), FSO-MA 49, and Karen Reisch, SO-PA 4, both D8CR, and BMCM Kuke Dawicki, USCG, take a break at Coast Guard Station Venice (La.), on the Mississippi River near Ahead of Passes (MM 12). Behind them is a 25-foot patrol boat and, across the way, one of the Station's newly assigned 33-foot patrol craft, rigged with three 250 hp outboards. The larger vessel is moored at STA Venice's temporary operations building. The permanent ops facility was destroyed by Hurricane Katrina.

new boats is kept in the water for quick response. Another is kept on an air-operated plastic dock, but it can be launched within minutes in an emergency.

In the past, Coast Guard assets were somewhat restricted in their ability to respond to reports of negligent operations, primarily because of a limited staff whose primary role was search-and-rescue, Chief Bushey said.

Commercial operators have contended that the fishing trawlers ignore the rules for making passing arrangements. The effort is now focused on educating fishing vessel and other operators to monitor not only Channel 67, but also Chs. 13 and 16.

The Auxiliary entered the fray because, initially, there simply were not enough active-duty personnel available to fully implement the outreach initiative by making repeated visits to the many locks, fuel docks and ice houses located on the river.

Karen and Erston Reisch Jr., SO-PA 4 and FSO-MA 49 D8CR, respectively, have been working with the program since May 2006, explaining it to lockmasters and fuel dock operators. The response has been

overwhelmingly successful.

When first asked to volunteer, the couple realized what was at stake and readily agreed to help. Erston is a former towing company office manager; Karen is a nationally-recognized sailing-race judge. Each understands the need for vessels to closely follow the marine Rules of the Road.

Two other FL-49 members—retired river pilot Capt. Bill Grusich, and Capt. Chris Rieder, vice-president of the New Orleans-Baton Rouge Steamship Pilots Association—have also been working on the initiative.

The Reisches, who have been augmenting active-duty USCG forces since shortly after 9/11, have been building a database of fishing vessels in various marinas that they visit, so the Coast Guard can watch for violators as they return to home port.

Most of the ice houses that service the fishing fleets were destroyed during, and after, Hurricane Katrina, so ice is now trucked to the docks for fishermen.

"The fishing boats need ice before they go out, and they tend to congregate at the docks waiting for the ice trucks," Erston

Reisch said. "We have been able to distribute a lot of flyers to boaters there." The Reisches have been building a database of fishing vessels at the various marinas they visit so that active-duty personnel can keep an eye out for fishermen who have been operating negligently when they return to home port.

ENS Pool said that last May and August, when the inshore shrimping seasons were open in Louisiana, there had been a major influx of vessels from Texas.

LT Boyd said that commercial and recreational boaters who are new to the area may not know that bridge-to-bridge communication on the Mississippi is conducted on Ch. 67, and ignorance of local rules may be the cause of their failure to communicate.

There also are a lot of fishing rodeos in Louisiana during the summer. They bring in recreational vessels whose operators may not be familiar with the requirements to monitor Ch. 67 on the river, and Ch. 13 once off the river, in addition to the overall requirement to monitor the hailing and distress frequency, Ch. 16. 🌀

Floridians Underway with a Son in Alaska

On the day before Father's Day, Claude Bullock, FSO-VE 13-8, and his wife, Betty, FSO-IS 13-8, both D7, flew from Miami to Kodiak, Alaska. They hoped, and planned, to spend time with their son, BMC C. Marshall Bullock, who was assigned to the USCGC *Spar*.

Arrangements had been made in advance for the couple to travel on board the Cutter from Kodiak to Seward, where the 225-foot buoy tender would be drydocked for maintenance.

CGC *Spar* was not scheduled to get underway from Integrated Support Command Kodiak until 1800, leaving sufficient time for the Bullocks to explore with their son Alaska's Emerald Isle—an area where Coasties rarely see “sunshine liberty.”

The family hiked along scenic trails before having lunch at a quaint seaside restaurant, which provided a picture-perfect setting for their Father's Day.

However, their family quality-time did not end there.

The Bullocks boarded CGC *Spar* just minutes before departure time. Their son, C. Marshall, informed his parents it was his turn, in rotation, to take the ship out of the harbor.

On the bridge, the Auxiliarists were introduced to Lieutenant Commander Tony Stobbe, Commanding Officer of CGC *Spar*, who observed the openly-displayed pride of beaming parents able to boast of having an active-duty offspring in the Coast Guard.

With her typical crew of 40 enlisted personnel and six officers on board, Chief Bullock gave orders and conned *Spar* out to sea. Communications were clear as the Cutter's twin 2,000 hp Cat diesel engines nudged the 2,000-ton displacement hull away from the dock.

The crew navigated the vessel, with a 46-foot beam, through a narrow, winding channel, and out to open water. At the mouth of Women's Bay, a killer whale blew water through her spout and then dove, fanning her fluke as if to say, “safe passage.”

The 180-mile cruise was conducted mostly in daylight, with sunset after midnight and sunrise coming before 0400. To the north, majestic snow-capped mountains soared to heights of some 5,000 feet.

With her 13-foot draft, CGC *Spar* slipped smoothly through the icy-cold blue water toward Seward.

Chief Bullock took the watch again, upon arrival. To Claude and Betty's amazement, the Cutter was maneuvered alongside the pier and lines secured with the casual ease of professional seamanship.

The crew was a well-trained, organized team. Claude proudly announced that he docked his recreational boat exactly the same way that the Coasties docked their Cutter.

Sure!

Betty quickly corrected him, telling the crew that her husband's dockings were more like a “controlled-crash.”

Quarters came after breakfast, on the crew's mess deck. The newest crew members were given a “welcome-aboard,” and those shipmates who were leaving the ship were given awards and words of appreciation for a job well done.

During the next week, while the *Spar* was in dry dock, Claude and Betty were frequent visitors. The camaraderie that developed was of the type that usually occurs when crewmembers' survival depended on one other.



Claude and Betty Bullock, FSO-VE 13-8 and FSO-IS 13-8 D7, respectively, join their active-duty Coast Guard son, BMC C. Marshall Bullock, on the dock at Kodiak, Alaska, prior to boarding USCGC *Spar* for a cruise to Seward.

The crew caught salmon, for recreation, but when Claude, Betty, and C. Marshall tried to catch some, the fish just weren't running. So, FS3 Matt Trombley—the ship's cook—invited them to enjoy some freshly baked salmon, served with an epicurean clam chowder.

In fact, Petty Officer Trombley furnished the Bullocks with the recipe for his clam chowder, emphasizing that the main ingredient was sharing it with family, friends and loved ones.

Time passed quickly, and within days, the *Spar* was once again in the water, headed back to Kodiak, while Claude and Betty headed to Anchorage for their long flight home to Florida.

After their return, the Bullocks shared their impressions and memories of the trip with fellow Florida Auxiliarists and their loved ones.

Mission accomplished. The couple had spent an incredible amount of time with their son and his shipmates aboard CGC *Spar*. And, as icing on the cake, so-to-speak, the couple cooked up and served to fellow flotilla members FS3 Trombley's delightful clam chowder.

Reminiscing about their Alaska experience, the Bullocks observed that it appeared being in the Coast Guard had had an indelible and solid impact upon the growth of their son, as well as on many other young seamen.

They also said that it seemed that the progress and work of their son and all his fellow shipmates had impacted tremendously the efficacy of the Coast Guard as an organization. They felt that their personal experience with their son had been as witness to the epitome of Team Coast Guard.

It should be noted, incidentally, that the Bullocks are willing to share the recipe for Petty Officer Trombley's mouth-watering, belly-warming, soul-soothing clam chowder. Just visit the couple at: Ausum1mom@aol.com and ask for it. 🍷



The breath-taking scenery of Alaska passes behind them as the Coast Guard Cutter *Spar* gets underway with BMC C. Marshall Bullock (left) and his Auxiliarist parents, Claude and Betty Bullock of Flotilla 13-8 (Islamorada, Fla.).



This image—titled *Aground on Mendenhall Bar*—has won for Alaska photographer Noreen K. Folkerts, DCP-1 D17, the Best of Show and First Place-Operations Awards in the Auxiliary National Public Affairs Department's 2006 Photo Contest. The image dramatizes the fact that Personal Water Craft sometimes are the only way to get to boaters in distress on Juneau's Mendenhall Bar. The Auxiliarist in the photo is Michael K. Folkerts, IPDCO-17. All of the contest award winners were unveiled at NACON 2007, in Portland, Oregon. *SEE PG. 12*



Photo: Chris Babcock, FSO-CS 42 D9ER

Garbed in full Highland regalia on board an Auxiliary Operational Facility, Dave Linder, Flotilla 44 D9ER (Rochester, N.Y.), plays Taps as U.S. and Coast Guard ensigns are lowered to half-mast on a close-by USCG Station Rochester (N.Y.) Motor Life Boat. The OPFAC was owned by Samuel J. Weeker, Jr., a World War II Combat Infantryman and long-time Auxiliarist, who perished last May in an automobile accident. His ashes were committed to the waters of Lake Ontario from the 47-foot MLB, surrounded by nine Auxiliary vessels in the burial party. The late Auxiliarist, who held such D8WR positions as D-AD and DSO-MA, was married for 61 years to Maxine E. Weeker, PRCO D8WR.



Photo: MST1 Grant R. Weldin, Sector Northern New England

USCG Commander Peter C. Nourse (right), the new D1NR Director of Auxiliary, checks out the scene along Casco Bay, Maine, during his first orientation to Division 2 (D1NR) Marine Harbor Safety Patrol (MSHP) activities in the area. Escorting him were Wayne Hutchins (left), PDGP-2 D1NR and Auxiliary MSHP coordinator, and MST1 Grant R. Weldin (not pictured), Sector Northern New England Response Department. Div-2 Auxiliarists have worked with the USCG on such patrols since 2001.



Photo: Courtesy of the Lummi Nation

Lummi Nation canoeists who prepped for the Paddle to Lummi Canoe Journey by attending a Cold Water Survival class gather with their Team Coast Guard instructors around a traditional hand-made canoe used for the event. Instructors were: BM2 John Russell, USCG Station Bellingham, Wash., and Ed Merta, FC; Sharon Lindsay, FSO-MS; and, Roxanne Reindl, of Flotilla 19 D13 (Blaine, Wash.). Sixty-eight of the Native American families paddled their hand-made canoes from various parts of Washington State and British Columbia to The Lummi Nation, eight miles west of Bellingham.

And the Winner Is...



Photo: Mel Borofsky, BC-ANS

Team Florida West Coast was declared overall Champion at the Eighth – and final! – International Search and Rescue (ISAR) competition, held in Toronto. Florida West Coast was one of five U.S. and six Canadian Coast Guard Auxiliary teams that competed in a variety of SAR-related events. Accepting the hard-earned accolades before a large, cheering audience at Toronto's Royal York Hotel are, from the left: Don Hoge, FC 11-10 D7; Max Garrison, FSO-MS 11-10 D7; Nicholas Kerigan, NAVCO; Steven M. Budar, NACO, Jimmy Ryder, FSO-FN 11-10 D7; and, Kevin McConn, FC 11-9 D7. Since this was the last of these U.S.-Canadian competitions, the official ISAR flag held by the team was retired.

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