



# Navigator

SPRING 2007 VOL. 34, NO. 1

## Puget Sound 'Ghost' Ship?

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St. Louis, Mo. / January 2007

**National Training Conference**

RECRUITING RETENTION RESPONSIBILITY



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### 2007 EDITION DEADLINES

SUMMER  
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### ON THE COVER

Photo: Bryan Dees, FC-32 D13

A mysterious fishing vessel suddenly appears through pea-soup Puget Sound fog, in front of the 43-foot Auxiliary Operational Facility *Kadelin*, from Flotilla 35 D13 (Tacoma, Wash.). One of the crew members described the vision of a vessel—dead ahead, apparently anchored just inside the Dockton Special Anchorage Area—as being eerily reminiscent of a scene in Columbia Pictures' 2005 film "The Fog," in which a fishing boat suddenly appears for only a second or two, and then vanishes. The Puget Sound tale unfolds on **Page 3**.



# Is a Modern 'Flying Dutchman' Operating in Washington Waters?

Lee Warnaca (left), FC-35 D13, and Tim Woods, Flotilla 35, seen from the bridge of Auxiliary Operational Facility *Kadelin*, peer intently into the pea-soup fog encircling Puget Sound, Wash., searching for what may be a mysterious 'ghost' ship. But is the large and elusive vessel they are seeking *really* an apparition? Or, is it a figment of the Auxiliary crew's imagination? Or, could it perhaps be just an ordinary fishing boat threading its way through the intense mist?

Photo: Bryan Dees, FC-32 D13

## ONLY THIS CREW KNOWS FOR SURE ... AND THEY AREN'T TELLING

**By Lee Warnaca**  
FC-35 D13

Winter patrols in the Pacific Northwest can rapidly become a challenge, as ground fog forms quickly – and without warning – from December through May.

On Dec. 30, last year, Flotilla 35 D13 (Tacoma, Wash.) was conducting a currency maintenance safety patrol aboard *Kadelin*, a 43-foot, trawler-style Auxiliary Operational Facility.

Thirty-two-year Auxiliarist and coxswain Bob Kimbrough, FSO-AN/MS 35, was at the helm. His crew included Lee Warnaca, FC-35; ex-Coastie Bryan Dees, FC-32; Ray Bedford, Flotilla 35; and, new member/trainee Tim Woods.

This day, the weather would test our skills – and our credulity.

Having successfully survived a couple of night missions, why not be tested by fog, we thought.

It was early in the day, so we expected to encounter some routine fog in Gig Harbor. But we had no idea what was *really* in store for us.

As we left the harbor and entered The Narrows, visibility plunged from 300 feet to a mere eight feet. Bob directed Ray and Bryan to stand watch on the bow, while I took up position next to our coxswain, keeping a close eye on the radar and GPS/chart screens.

The Narrows is an area with high cliff-like walls, and there is a tidal current that can run eight knots. This area is also the home of “Galloping Gurdy,” a bridge that rocked back and forth, then fell into the bay one day back in the 1940s. The span was rebuilt and is now a focal-point of an area that is popular with local sport-fishermen.

We were in a heightened state-of-awareness when the fog closed in, as we headed for our destination, Dockton State Park,

where we planned to stop for lunch.

Suddenly, a rather large vessel appeared on our radar screen. It did not seem to be moving, but it definitely was in The Narrows. Dees and Bedford, still on the bow, could now hear a faint engine sound that rapidly grew louder.

Airplane pilots train to fly with instruments. We were sailing with instruments. As the engine sound got closer, our radar revealed just how close we were to other small craft and a ferry, as we threaded the needle, so-to-speak.

The experience was reminiscent of a scene in the film, “The Fog,” in which a fishing vessel suddenly appears for a second, and then vanishes.

Bryan managed to take a photograph of the ghostly, but real-life fishing vessel now crossing our path. It was on our radar, and then it was not. And it was not moving.

Was it real, or not? You decide! 🌀





COMMODORE  
**STEVEN  
M. BUDAR**  
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#### ON THE WEB

You can go to the National Commodore's page at [www.auxnaco.org](http://www.auxnaco.org) for more information on the U.S. Coast Guard Auxiliary

# Value Our Members

This magazine is about you, the members of the U.S. Coast Guard Auxiliary. It is my hope to have this publication showcase the incredible people and activities of Auxiliarists, all across America. I am proud to be one of the many thousands of people contributing a little bit every day, week and month to our primary mission: Safe Boating.

Last year was a tough year for the Auxiliary.

We lost over 2,700 Auxiliarists in 2006; people who were disenrolled because they chose not to comply with the Personal Security Investigation (PSI) process. These were people who, at some point, wanted to be part of our great organization but, for any number of reasons, are no longer among us.

That is 2,700 people whose expectations *we* failed to meet, or failed to engage, in the context that they deemed important in our activities.

Most of these people can rejoin the Auxiliary if they wish, and we would benefit from having many of them back. As we move forward and focus on recruiting new members, we must remember our obligation to our new members and do whatever is necessary to deliver on our promises.

Be honest in what you tell a potential member about what is expected of them. This is a place to work, to serve, to learn, to improve ourselves, and to build friendships. *We* have an obligation to set proper expectations for a new member. It takes time to qualify to participate in many programs, and it takes time for the PSI process. Let's not disillusion people with unrealistic expectations.

Most important of all, do not invite people

to join, only to leave them standing at the door, on their own, to figure out the complexity of our acronym-laden organization. We need to value our members. We need qualified, motivated, well-trained people to help with the many missions we have. No matter how much, or how little, time they can give, it is all valuable to our mission execution.

I have spent most of my weekends this year attending district conferences around the country. It is important for me to get out and to talk with you at your meetings. I need to know what you are doing and what you like and dislike about the Auxiliary.

In addition to getting feedback that can help me make better decisions, I get to meet and hear about some very interesting people.

Recently, I learned about Paul Deafenbaugh, VFC 15-2 D5SR (Edgewater, Md.). Paul volunteers some of his time with the Auxiliary to provide support to the Coast Guard and other military services, at funeral services as a bugler playing Taps at Arlington National Cemetery. I appreciate his service to the Auxiliary and the nation. Thank you, Paul.

If you have someone in your flotilla who provides an interesting, or unique, service to our organization, please share it with me at our Auxiliary Center, 9449 Watson Industrial Park, St. Louis, MO 63126.

This year is just getting started, and I know many of you are already completing plans for your National Safe Boating Week activities and a kick-off to your boating season. I applaud your continued service and dedication to the Coast Guard Auxiliary, and I thank you for all you do. 🇺🇸

## Navigator

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A man in a blue Coast Guard uniform, including a cap and sunglasses, stands on the deck of a motor lifeboat. He is leaning against a black rail. The boat's hull is white with a red stripe and the number '47246' in black. The background shows other boats and a clear blue sky.

# Want to Stay Young?

JUST HELP OUT  
THE COAST GUARD,  
SAYS A VIRGINIA  
AUXILIARIST, 69

**Story & Photo by Daniel Burns**  
FSO-PE 67 D5SR

On a recent spring day, Coast Guard Motor Life Boat 47246 left Station Little Creek (Va.) to transport a boarding team some 12 miles offshore to inspect a commercial vessel before it entered port. It was a sunny day, with 15-20 knot north-east winds.

Aboard the 47 was a five-person crew and eight-member boarding team. The boat soon encountered four- to five-foot seas and, unfortunately, the commercial vessel was not at the rendezvous point when 47246 arrived.

The crew learned, via radio, that the ship was still several miles away. The seas had now increased, but the 47 continued on for a few more miles, finally meeting up with the commercial ship.

Because the vessel to be boarded was some 400 feet long, with a 30-foot draft, CG 47246 was able to be positioned on the larger ship's leeward side to provide protection from the wind. The boarding team was safely transferred and, about two hours later, it was retrieved.

Transferring and recovering boarding teams 15 miles offshore in heavy seas is demanding on an entire crew, but Coast Guard small-boat personnel do it all the time.

So what was different about *this* mission?

It was that one of the crew members was Edward Beres, a 69-year-old Auxiliarist who, since December 2004, has been a fully-qualified USCG crew member for all boats at Station Little Creek.

Beres, who also proudly wears the Coast Guard Boat Force Operations device, said then that qualifying for the Station's three vessels (23-, 25-, and 47-feet) was "better than receiving a Ph.D." (The Station fleet now consists of the 47 and three 25s.)

During crew training, Beres also had to qualify as a USCG communications watchstander and meet all Coast Guard crew knowledge and performance qualification standards, including physical training and testing.

In fact, during a recent Standardization Team visit to the Station, he achieved the second-highest score on the boat team exam.

A retired Verizon engineer, Beres subsequently topped off all of his other accomplishments by qualifying as a Coast Guard boat engineer.

Beres also spends some 12 days a month as a regular Station duty section member. Thus, he is freeing up an active

duty member.

Like any duty section Coastie, Beres must spend 24-hour duty days at Station, performing the same ashore and afloat duties as his Coast Guard mates – from mowing the lawn to working SAR cases.

As if all that were not enough to keep him very busy, Beres also trains and mentors young active-duty personnel. BMCM Gordon Muise, Officer-in-Charge of Station Little Creek, said Beres "sets an example of hard work and persistence for the other crew members, and is very good at mentoring the younger ones."

Ed's hobby, when he has time for it, is woodworking. That talent is reflected in the numerous construction and building-repair tasks he has undertaken at the Station.

Beres transferred to Flotilla 57 D5SR in 2003, after spending four years at Flotilla 16-7 D5SR (Outer Banks, N.C.), where he qualified as an Auxiliary coxswain.

While there, he volunteered two communications watches a week at USCG Lifeboat Station Oregon Inlet, while also serving the Auxiliary as both FSO-VE and SO-VE 16.

Ed himself said he received an unexpected benefit from working with the men and women of the Coast Guard – it keeps him young, he insisted. 🍷



# Mapping Traffic-Filled New York Harbor

Story by Bill Smith

FSO-CM 67 D1SR

Photos by Greg Porteus

FSO-OP 67 D1SR

While many of us work hard to keep our charting skills sharp, we have all come to rely more heavily – perhaps too heavily – on the Global Positioning System (GPS).

As GPS becomes increasingly precise in pinpointing location, our reliance on that technology tends to grow. But there are imperfections in GPS that are not addressed by this improved precision. Actually, these imperfections may be magnified as our dependence on, and confidence in GPS grows.

In other words, we run the risk of putting blind faith in something that might steer us wrong some day.

We all know that our GPS can fail, the victim of bad batteries, lightning, or a damaged cable. So we carry paper charts and practice navigating with them. But what happens if the GPS appears to be still working, but it is *wrong*?

How could that happen?

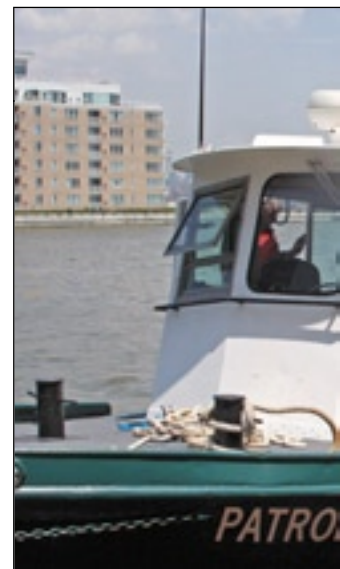
For one thing, GPS signals can be jammed – intentionally or unintentionally. Or, certain conditions can cause erroneous, or fake, signals to be recorded by a GPS receiver. Under these conditions, your unit can think you are at a location that you are not. If you are running a chart plotter, it will place your ship in the wrong place on the chart.

Captain Richard J. Hartnett, Ph.D., who heads the U.S. Coast Guard Academy Engineering Department, points out that despite such risks, “many vessels today rely on sole-means GPS/DGPS for restricted-visibility harbor entrance/approach”.

Instead, he insists, “It would make a lot of sense for a receiver to use ‘all means [i.e., signals] available’ in the harbor entrance and approach environ-



**ABOVE LEFT:** One of the challenges faced by the Auxiliary OPFAC *Patrolman Walburger* crew came at the first fixed measurement point: Buoy #2. Since tying up is prohibited, coxswain Bill Smith, FSO-CM 67 D1SR, had to hold position several feet away, using only the engines. Assisted by Alion Science team members Christian Oates and Commander Greg Johnson, USCGR, Smith held the launch within three feet of the buoy for 15 minutes, as required by the survey. Seen in the background are the Statue of Liberty and the Goldman Sachs Tower, New Jersey's tallest building.



**ABOVE RIGHT:** Preparing to take a measurement while the Auxiliary Operational Facility *Patrolman Walburger* is tied up at a Jersey City, N.J. pier -- one of the data-collection points -- are crewmembers Ted Foster (starboard side), Lynn Valenti, and Rich Detz (aft), all with Flotilla 67 D1SR.

ment; possibly to detect and correct any GPS anomalies.”

Another source of widely-deployed positioning signals is Loran-C.

CAPT Hartnett believes that an enhanced version of these signals can be used along with GPS signals to create an integrated navigation system that would be more resistant to anomalies.

To determine that approach's feasibility, the Coast Guard Academy, the USCG Loran Support Unit, and Alion Science & Technology teamed up to analyze more deeply the behavior of Loran signals, and their potential use in this regard.

Since Loran signals are also affected by the environments through which they pass – through, around, and bounced-off buildings, for example – a critical phase of the project would be to determine how enhanced Loran-C signals would behave at precisely-selected locations in New York Harbor.

“This effort, which directly supports the Homeland Security and Transportation Departments, essentially amounts to doing an electronic navigation survey of New York Harbor,” CAPT Hartnett noted. “The survey will consist

of gathering GPS, DGPS, WAAS, and Loran-C information, in an effort to determine whether Differential eLoran can be used as part of an integrated-fix solution to meet required harbor entrance and approach accuracies.”

Alion would supply test equipment and perform the actual measurements because its team and the Coast Guard needed to have the measurements taken from a vessel throughout New York Harbor.

Some measurements would require a slow bell along a pre-defined track running a total of 35 nautical miles. More challenging would be 50 fixed-point measurements throughout the harbor.

To meet the required accuracy, the vessel providing the platform would have to hold station within a 15-foot diameter circle for *fifteen minutes*. The plan called for three to four days of these fixed measurements.

A capable crew and a vessel that could be relied on for five straight days would be needed to accomplish this difficult mission.

The vessel had to be large enough to accommodate the test equipment



and comfortable enough for people to spend five, eight-hour days on board. Most importantly, it had to have the maneuverability and crew capable of the helmsmanship needed to accurately hold station in the rough waters of New York Harbor for 15 minutes at a time.

They turned to USCG Sector New York officials who, in turn, reached out to the 52-foot Auxiliary Operational Facility *Patrolman Walburger* (aka *Launch 5*).

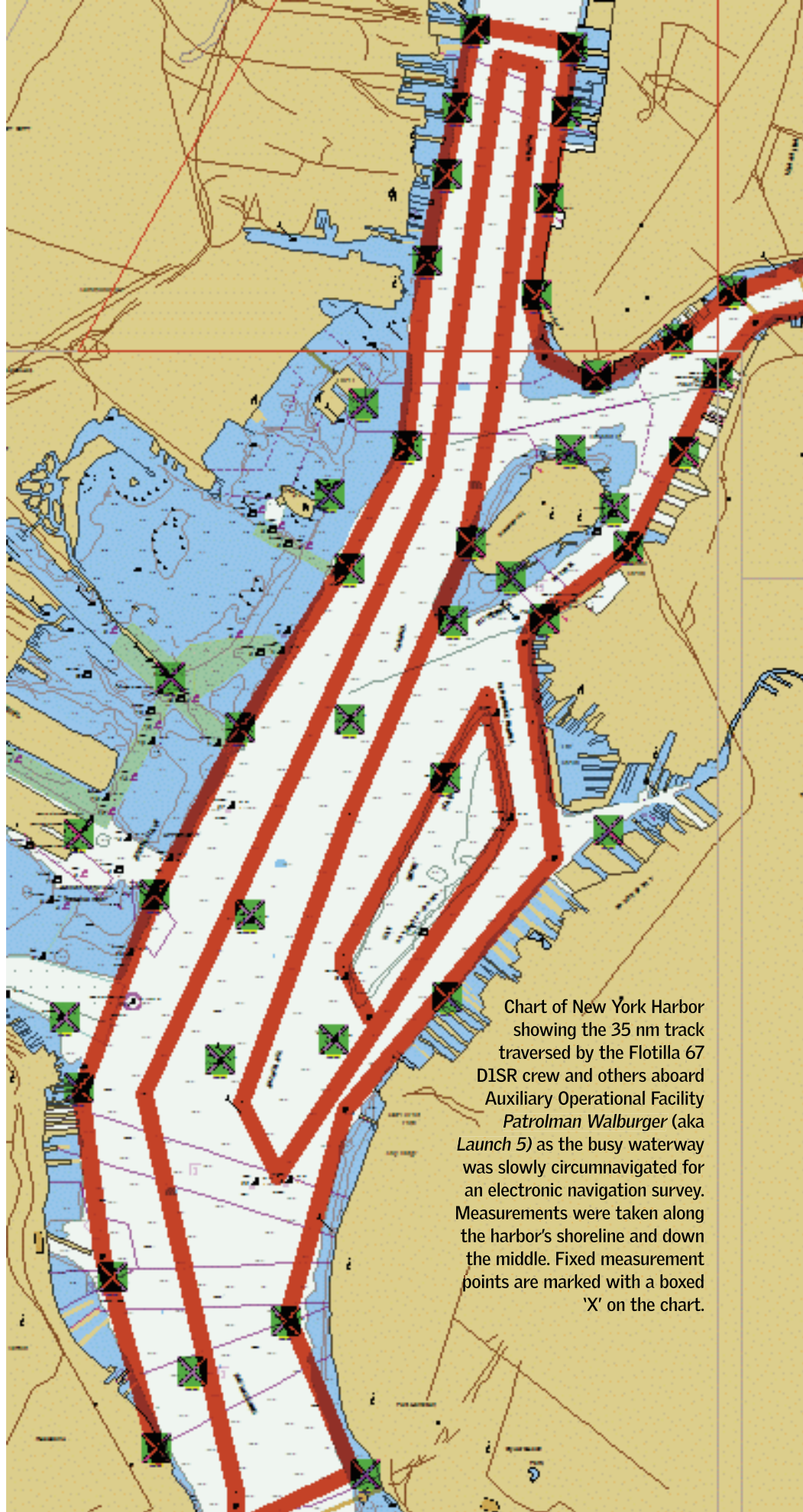
The OPFAC is a steel-hulled, twin-screw vessel built in 1966 as a New York City Police patrol launch. Restored by Greg Porteus, FSO-OP 67 D1SR (Ossining, N.Y.), and returned to service in 2002, she now serves as Auxiliary Facility 523356.

Faced with a worthy cause – and to sharpen skills, at the same time – Porteus agreed to take on the mission, and started recruiting a crew.

Coxswain Bill Smith, FSO-CM 67, contacted Sector New York and the Alion team to confirm requirements, time-frames, etc. Since this mission would take five weekdays, recruiting crewmembers would be a challenge.

Porteus' commitment for all five days and Smith's two-day commitment did not quite fill the bill, so a call went out for Flotilla 67 D1SR members willing to sacrifice vacation days at work.

Rich Detz, Paige Flori (FSO-PA 67), Ted Foster, Janet Morra, Jim Picciano, Pete van Markwyk (SO-SR 6), and Lynn Valenti all stepped up to take tours of duty as deckhands and pilots. Jon



Continued on Page 38





The fourth crane transported up Cape Fear River by *M/V Zhen Hua 16* is offloaded at the Port of Wilmington. The delicate operation required that the Chinese vessel be pumped out, so she could maintain precise alignment of her well deck with the port's wharf deck. That allowed the cranes to be laterally winched off the vessel and on to their permanent tracks on shore. The maneuver required a No Wake Zone to prevent inadvertent misalignment between vessel and dock – a critical mission that was handled by the Auxiliary.

# Auxiliarists Go Up a Not-So-Lazy River To Escort a Large Chinese-Flag Vessel

**Story by Warren D. Edman**

FC-10-5 D5SR

**Photos by Dan Meigs**

SO-OP 10 D5SR

It was a cold and overcast day, as pelicans floated in North Carolina's Cape Fear River, dolphins played in the shipping channel, and people gathered along the shore and on the City of Southport Pier to witness a once-in-a-lifetime event.

What they all were there to watch was three Auxiliary Operational Facilities from Flotillas 10-5 (Southport, N.C.) and 10-6 D5SR (Wilmington, N.C.), maneuver as Safety Zone lead- and trail-screens for USCGC *Albacore*.

Working with the surface vessels was AuxAir N736HK, a Cessna 192 piloted by Aircraft Commander Herb Yelverton, FSO-CS 20-6 D5SR (Washington, N.C.).

This impressive array was there to escort the Chinese-flagged, 790-foot *M/V Zhen Hua 16* from offshore (in the vicinity of Bald Head Island), through the mouth of the Cape Fear River at Southport, then up-river to the North Carolina State Port at Wilmington.

This was the most amazing sight seen

on the Cape Fear River in the nearly 50 years since the Navy's USS *North Carolina* made her final voyage to Wilmington.

*Zhen Hua 16* is a heavy-lift ship designed to carry extreme loads over open-ocean. She was delivering four massive new 100-foot container cranes to the Port of Wilmington.

With that cargo, her draft was 38 feet and her beam was 130 feet on the waterline. However, because the cranes had to be loaded in a vertical position, with booms extended, the effective-beam was nearly 440 feet and the above-waterline height exceeded 110 feet.

The Chinese vessel departed Shanghai on December 2, last year, and arrived at the sea buoy off Southport at 1920 hours on January 31, this year. The OPFACs and their crews were on standby for about a week, awaiting arrival of the vessel.

It took two days to reconfigure the cargo for the trip up Cape Fear River, followed by a 24-hour transit delay due to inclement weather. The last leg of the voyage departed on February 3rd. It took some five hours to complete the 26-mile journey.



A major collision occurred during this operation, details of which can be found online at:  
<http://www.wilmingtonstar.com/apps/pbcs.dll/article?AID=/20070206/NEWS/702060371/-1/State>



The Coast Guard closed Cape Fear River to all traffic, established a Safety Zone around *Zhen Hua 16*, and CGC *Albacore* led the convoy up the river.

The critical objective for the Auxiliary was to enforce the Safety Zone around the Chinese vessel during her five-hour cruise up the river. The Auxiliarists were responsible for traffic control and ensuring that the river was clear of floating objects and other obstructions.

To do this, two of the OPFACs were assigned positions forward and aft of *Zhen Hua 16* to screen Safety Zone breaches. The third Facility patrolled the junction of the confined waters at Snow's Cut and the Cape Fear River. After *Zhen Hua 16* passed the junction, that OPFAC took up an additional trailing position.

This worked very well, although there were a few instances of recreational boater lack-of-awareness, which the Auxiliary handled alertly and smartly.

Weather conditions and crew fatigue were a concern because the mission was conducted in cold weather, with water temperatures forecast to approach the critical 50° F mark requiring dry suits. Crews donned appropriate anti-exposure suits, and MSD-900 Dry Suits were available, if required.

The planned transit of *Zhen Hua 16* was five to seven hours, but additional time was needed for the Auxiliary vessels and crew to move from their docks to their initial position. That extended the planned mission length to near the eight-hour maximum level specified in the Auxiliary Operations Manual.

The crew on the smaller OPFAC, an open-cockpit vessel, was more exposed

to the cold than crews on the larger Facilities, so a mid-mission crew change was made.

There were many areas of great concern in successfully executing this mission.

The first was the need to be certain that the cranes had sufficient clearance under the Progress Energy dual 230 KvA power lines crossing the river just south of the port. And, those power lines varied in their catenaries ("sag"), depending on electrical load.

There was a particular distance – measured in tens of feet, not inches – within which there could be an electrical arc from the power lines through the cranes, the crew, and the ship – with catastrophic results. Outside that critical distance, all was safe.

The Cape Fear River Channel is dredged to a charted depth of 45 feet. To be sure, during the weeks leading up to the arrival of *Zhen Hua 16*, there were continuing, precise surveys of the river's depth and the power lines' height.

Another consideration was the cargo ship's ability to flood its tanks, lowering her deck to a depth of 13.3 meters, or awash. For this mission, she was flooded down to 11m.

*Zhen Hua 16* also had to be moored port-side-to for the unloading. With an overall width of close to 400 feet and a total length of nearly 800 feet, turning her was a challenge. Extensive coordination was required between the Coast Guard, Port of Wilmington, Army Corps of Engineers, Cape Fear Pilot's Association, towing companies, and arrival/departure control maintained by

USCG Marine Safety Unit Wilmington.

For example, the tanker *Georgia S*, scheduled to be unloading at the port on the day of the crane's arrival, had to depart before *Zhen Hua* could be docked. But, *Georgia S* could not pass *Zhen Hua* in the river channel south of the port because of the Chinese vessel's broad beam.

The solution, proposed by the pilots, was to take the tanker into a turning basis north of the port, holding her there as *Zhen Hua* reached the port, then making a standard port-to-port passing just at the port. Thus, *Zhen Hua* could have the entire turning basin available for her 180° turn, to be moored port-side-to for unloading at the port.

Off-loading was another concern.

*Zhen Hua* had to be pumped out so that her deck was precisely level with the port's dock surface. OPFACs again were deployed, at MSU Wilmington's request, to maintain a No Wake Zone around *Zhen Hua* while she was off-loading the cranes.

Again, using her ability to vary her draft, *Zhen Hua* maintained a critical and precise alignment of her well deck with the port's wharf deck. Thus, the cranes could be laterally winched off the vessel, onto their permanent on-shore tracks.

From beginning-to-end, this mission provided a good example of the application of our Team Coordination Training and Incident Command System. Eight major organizations had participated in the planning and execution of this mission, which included six Auxiliary surface OPFACs, an Auxiliary aircraft, and a couple of dozen Auxiliarists from two North Carolina flotillas. 🌀

**LEFT:** The M/V *Zhen Hua 16* approaches treacherous 230 KvA dual overhead power lines as she makes her way up the Cape Fear River, with CGC *Albacore* as lead escort vessel. The tug *Ft Caswell* is off the Chinese-flag vessel's starboard side. Auxiliary Operational Facility *Sentinel*, barely visible in the background, serves as stern trailing screen during the escort mission.

**BELOW:** One assignment carried out by Auxiliary Operational Facility *Sentinel* (OPFAC 35190) was to ensure that vessels on the Cape Fear River held position as M/V *Zhen Hua 16* moved upriver. The *Sentinel* was the stern trailing screen for the Chinese cargo ship. Here, the OPFAC (second from left) holds position at Marker Buoy '2' (Southport, N.C.), where the Atlantic Intracoastal Waterway enters the Cape Fear River. Other vessels are a 35-foot Albin (left), a 32-foot Cruiser, and the Bald Head Island Ferry (right), all of which continued toward Bald Head Island once *Zhen Hua 16* had passed through.





U.S. Coast Guard Academy Admissions Partner Jerry Janaro (left), FSO-PE 34 D7, gets together with his active-duty son, Lieutenant Junior Grade Jeff Janaro, on board the 270-foot USCGC *Escanaba*, in Boston Harbor. A former Academy Introduction Mission candidate sponsored by the Pompano Beach, Fla. flotilla, Jeff graduated from the Academy in 2004, and received his first sea billet on *Escanaba*.

# ‘Opportunity of a Lifetime’

## AUXILIARIST JOINS HIS SON FOR CRUISE ON A CUTTER

**Story & Photos by Jerry Janaro**  
FSO-PE 34 D7

When the telephone call came in early May, last year, it came with an offer that I truly could not refuse.

The call was from a former Flotilla 34 D7 (Pompano Beach, Fla.) Academy Introduction Mission (AIM) candidate – my son, Lieutenant Junior Grade Jeff Janaro, USCG. A 2004 graduate of the Coast Guard Academy, Jeff had been serving aboard the Boston-based, 270-foot USCGC *Escanaba*.

The Cutter was to get underway from Boston for a 24-hour cruise to qualify new crew members and recertify the vessel itself for helicopter operations. (Many qualified crew members, including Jeff, were leaving for new assignments in the next few days).

Taking the “Naba” out for just 24 hours is not an easy thing to do. It requires hundreds of man-hours to make all the plans and proper preparation, but it had to be done.

Jeff had mentioned myself and my wife, Sue (FSO-SR 34),

and our active involvement with the Academy Introduction Mission program, during informal chats with Commander Michael Sabellico, the *Escanaba*’s Commanding Officer. When Jeff realized there would be an empty rack in “officer country” because of a shipmate’s early departure, he asked the CO if there was any way an old-salt Auxiliarist like me could make the trip.

The captain was most gracious, allowing Jeff to extend an invitation to me.

I know that civilians do not often get an opportunity to experience life aboard large Cutters while underway. That’s a shame because it is a great experience.

I was allowed to attend all meetings on board, including the port briefing, held in the wardroom two hours before departure, with all officers present.

The plan for leaving port, wind and sea conditions, other traffic in the harbor, and exact course headings were discussed. All officers acknowledged the plan, and then took it to the crew





One of the activities of great interest to Auxiliarist Jerry Janaro as he cruised on USCGC *Escambia* with his son, LTJG Jeff Janaro, was Helicopter In-Flight Refueling. HIFR is a method of extending the flight duration of Coast Guard helos by hoisting up a HIFR rig and pressure-refueling from HIFR-capable Cutters. The helo seen here is from USCG Air Station Cape Cod.

assembled on the flight deck for Quarters. It was at this point that CDR Sabellico introduced me to the crew.

As we got underway, I found myself an inconspicuous spot on the bridge and watched all the action. I was surprised at the number of people who were on the bridge during these operations.

The Executive Officer explained that there were many people coming and going because of all the “break-ins,” qualified crew, and First Class Cadets from the Academy who were learning on-the-job as part of their summer program.

Even with all those people involved, there was a sense of focus and professionalism that was comforting to observe. CDR Sabellico sat in the Captain’s Chair and walked out to the bridge wings, as needed, to personally witness some of the more-critical operations as they unfolded.

Late in the afternoon, we learned that a helicopter from Air Station Cape Cod would be over the *Escanaba* in a few minutes. A small-boat was lowered and placed on station, away from the “Naba,” for use in case of an accident.

Red Deck was called, meaning the *Escanaba* had to maintain a steady course and speed at a certain heading off the wind, to allow the helo to land safely.

Green Deck was subsequently called, letting all on the bridge know that the helo had landed safely, and that the ship could now change course or speed, as needed. This operation was repeated over and over for various crews on board so they could all gain operational experience and achieve certifications.

Once darkness came, night landings were performed, both with landing lights on and in total blackout conditions. A simulated crash scenario was played out, as well as vertical refueling operations.

By the end of this very busy day, both officers and crew were pretty tired. Before leaving the ship, the officers attended a

final briefing by the certification team, which had been observing all operations during the day and examining paperwork for proper compliance.

An air of professionalism pervaded the room as the air crew and inspection team discussed their findings with CDR Sabellico and his officers. All aboard *Escanaba* were justifiably proud to learn that the ship and crew came through the recertification process without a blemish.

It was quite an achievement!

I am very grateful to CDR Sabellico for allowing me this once-in-a-lifetime opportunity. I ate in the wardroom with the officers. Both officers and crew made me feel very welcome, in every way.

My room-mate, CWO2 Terry Goodson, was great. I enjoyed many conversations with this Coast Guard veteran, who has seen and experienced so many things in his wonderful career.

Listening to him talk about my son and the skills he had learned during his two years aboard the “Naba” was especially enlightening for this justifiably-proud dad.

Standing the 2300-0300 watch on the bridge with Jeff as *Escanaba* slowly made its way back to the New England coast was a moment-in-time that I will never forget.

As Auxiliarists, we are all fortunate to have the opportunity to meet many high-caliber individuals who make up today’s Coast Guard. The *Escanaba* officers and crew proudly hold the traditions of the Coast Guard to its highest level. 🌀

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*Editor’s Note: Janaro soon had more to celebrate. At age 23, his son was made Commanding Officer of the 87-foot USCGC Albacore, stationed in Little Creek, Va. At the Change of Watch, CAPT Patrick Trapp, Commander, Sector Hampton Roads, commented, “A command for a junior officer is a job greatly desired by many, but given to very few.”*

# A Veteran Auxiliary Coxswain Patrols Chicago's Annual Dragon Boat Race

**Story & Photos by Dave Truitt**  
Flotilla 25 D9WR

Last year, *Newsweek* reported that the 2,000-year-old sport of dragon boat racing was the fastest-growing sport in America. The ancient competition's popularity – as well as the challenges it presents to the Auxiliary – could easily be seen at last year's running of the 6th Annual Dragon Boat Race in Chicago.

The event, sponsored by The Windy City's Chinatown Chamber of Commerce, drew 22 international competitor teams.

Because the race course was on the heavily-trafficked Chicago River, near Chinatown, the shallow-board dragon boats were at risk. They do not fare well when fast-moving motor yachts, pleasure craft, or tugs with barges pass too rapidly by the race course, which is obscured by bends in the river and low bridges at both ends of the course.

Ordinarily, safety coverage is provided by joint operations of the Chicago Police



Marine Unit and the U.S. Coast Guard.

Last year, however, the world-famous Race to Mackinaw was scheduled to start on the very same day as the Dragon Boat Race, so all available marine units were needed for safety patrols at that enormous lake event.

No problem!

We requested, and received, the fully-equipped Auxiliary Operational Facility (OPFAC) *Admiral Stansbury*, with Duke Jovanovich, FC-25 D9WR, as coxswain. His facility was named in honor of a much-loved U.S. Navy Flag-Officer and

one-time Sea Scout who, post-retirement, actively supported recreational boating and USCG activities in Chicago.

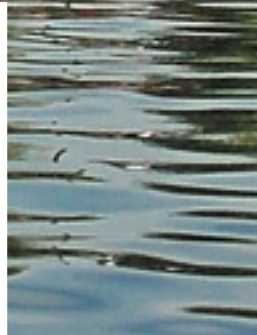
A veteran river Auxiliary patrol coxswain, Jovanovich's flotilla works closely with the local USCG Marine Safety Unit.

While on regatta patrol for the 2005 Dragon Boat Race, he was on-scene when a participant fell into the river. Jovanovich's rescue was so speedy that some observers remarked that the woman had not been in the water long enough to have gotten wet.

The arrival of his OPFAC was cheered



As Flotilla 25 OPFAC *Admiral Stansbury* stands by for duty on regatta patrol, Dragon Boat Race teams prepare for the event on the Chicago River as fans gather along the banks of the waterway.



**LEFT:** Things heat up as two competing boats fight it out for position as the oarsmen and women paddle with passion, the pace-keepers pound their drums, and the team flag-persons in the bow keep their eyes on the course during the 6th Annual Dragon Boat Race, on the heavily-trafficked Chicago River.

**ABOVE:** Auxiliary Operational Facility *Admiral Stansbury* from Chicago's Flotilla 25 D9WR, sits on-station for running of the Dragon Boat Race, as fans gather along the Chicago River shoreline to watch.

by the race participants. They knew well the danger they would face without such a visible deterrent to negligent activities by passing watercraft.

Throughout the day, recreational boaters, rushing to and from the distant lake, and barge traffic, attempting to meet busy work schedules, expressed appreciation to the Auxiliary vessel for the friendly warnings.


The OPFAC displayed signs and handled boater inquiries. Auxiliaries also informed oncoming vessels of the presence of the Dragon Boat Race craft,

which were often obscured from view until the commercial vessels were too close to avoid wake interference.

The race is held at Ping Tom Park, next to Chicago's famous Chinatown. Every year, thousands of spectators attend the competition's accompanying riverside festival, which features several bands and the highly-popular Lion Dance, a ritualistic ceremony that is a part of Dragon Race tradition.

A high-point of the festivities, whose proceeds are used to support literacy, is a race in which teams from the Chicago

police and fire departments compete against one another in a traditional rivalry.

The annual competition is directed by the Chicago Marine Heritage Society (CMHS). Auxiliary skippers who also have received commendations from the Society include Peter E. Pallis, PDCO 9WR, and Steven Evenstad, DSO-PA 9WR. 

The author is an Auxiliarist who serves as both Chairman of CMHS and its Race Commander.



# When a 'Quake Comes Calling ...

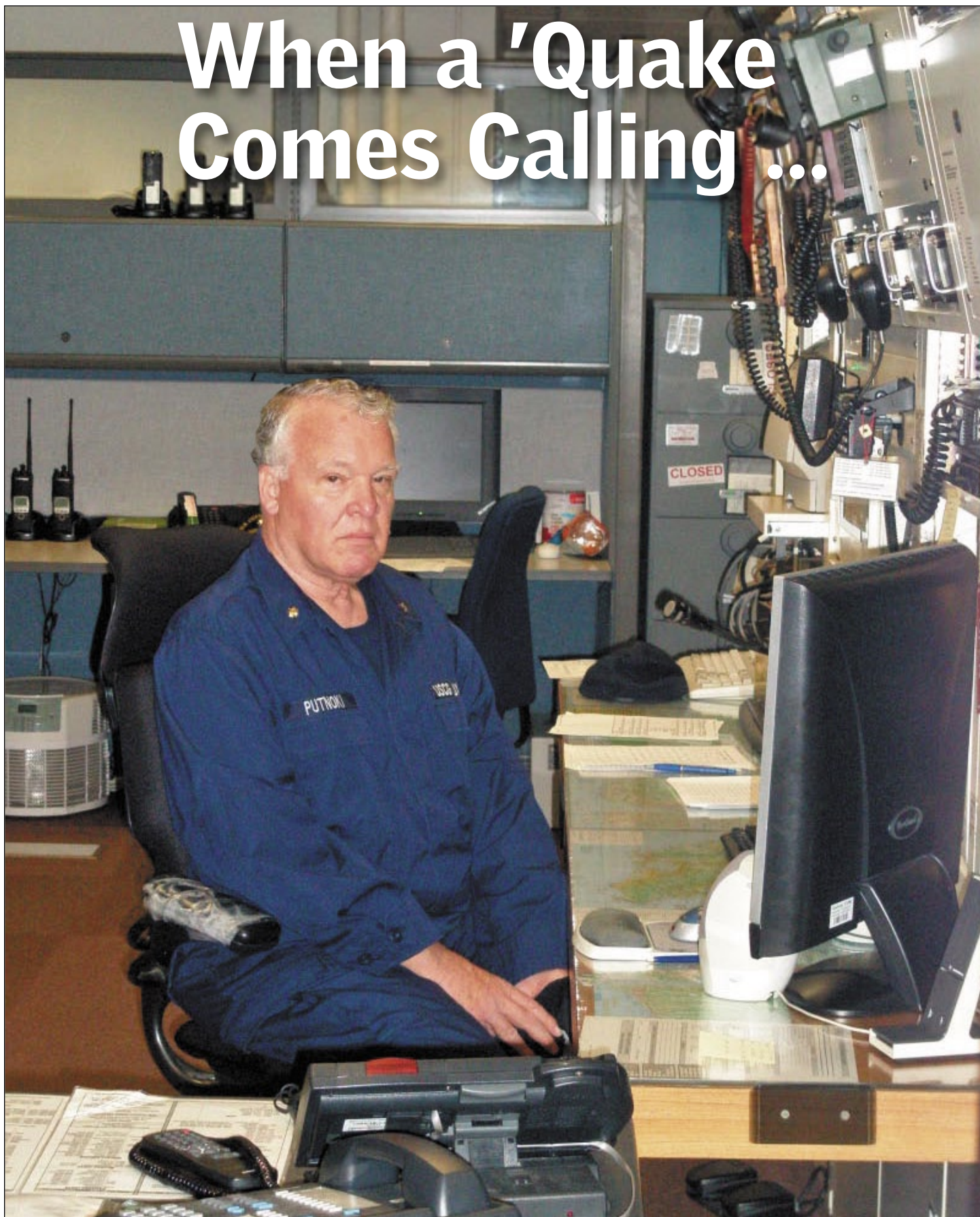


Photo: Bonnie LaLonde, FL 1-16 D14

Amateur radio operator Steve Putnoki, DS0-CM 14 (N1CFD), mans his watchstander post at the USCG Sector Honolulu Communications Center on Sand Island, in the aftermath of the 6.7 Richter Scale earthquake that shook Hawaii's Big Island.



# ... Hawaiian Auxiliarists Answer

**By Maxine Cavanaugh**

Auxiliary National Press Corps

It all began on Hawaii's Big Island, last October 15th ... first, 15 seconds of shaking at 0707 hours...then, within 20 seconds, the earthquake was felt in Honolulu – more than 155 miles away.

In Hawaii, particularly on the Big Island, residents are used to earthquakes, but not those that measure 6.7 on the Richter Scale, as did this one.

On Oahu, some of us heard a low rumble, similar to the sound of surf or a jet about to take off, before buildings began to shake violently.

That Sunday morning, Steve Putnoki, DSO-CM 14, and his wife, Bonnie LaLonde, Flotilla 1-16 D14, were up early in their home in a 13th floor apartment near Waikiki, when they suddenly became aware of the fact that their condominium building was swaying.

"We felt the floor move sideways under our feet," Putnoki recalled

Less than 10 minutes later, the couple felt it again – an after-shock. Bonnie turned on their portable radio, but heard nothing.

Hoping to learn what was happening; Putnoki (N1CFD) activated his portable 2-meter ham radio and tuned it to the Diamond Head VHF repeater. He heard a member of the Office of Emergency Management Amateurs informing his team that an earthquake had been reported off the Big Island.

The Coast Guard was also reporting the event on marine hailing and distress Channel 16.

Putnoki recalled, "The first thing I thought was that there might be a tsunami."

If one of those giant volcano eruption-related waves arose off the Kona coast, it would travel across open ocean and strike Maui in about 10 minutes, and Oahu in about 30 minutes.

"I tried phoning the communications team members, but most phones were down," Putnoki said.

Three Auxiliary Communications Radio Network volunteers radioed the USCG Sector Honolulu Communications Center (COMMS) on Sand Island, and stood by,

in case they were needed. They continued reporting in hourly until the crisis passed. Luckily, they were not needed.

Meanwhile, the Oahu power grid went down in sections.

The first generators shut down because of excessive vibration caused by the quake. The shutdowns increased the load on the remaining generators, causing them to drop off to prevent permanent damage. The shutdowns started at 0708. Within 20 minutes, the entire island was blacked-out.

Within minutes of the first tremors, the Coast Guard broadcast on Ch. 16 a bulletin from the Pacific Tsunami Warning Center, noting that there was no threat of a killer-wave.

Grabbing his communications go-bag, Putnoki headed for COMMS to assist.

On his way to the base, he encountered difficulty getting through intersections because all traffic signals were out. The island-wide power failure seemed to make other drivers forget that every intersection should be treated as an all-way stop. Some motorists sailed through without slowing down or stopping.

At Sector, Putnoki was briefed on the available operational base and portable stations. Phone lines that were still working were jammed by people calling for information.

He pitched in wherever he could, assisting the radio watch by providing a second pair of ears, helping when power was lost, coordinating with Auxiliary stations, and covering for watchstanders needing relief.

Putnoki stood ready to contact Civil Defense on his ham radio, if necessary.

He, and the active-duty personnel on watch, manned the radios and responded to all issues as they arose.

"Everyone was very professional," Putnoki said. "They each knew exactly what had to be done and they did it."

The jammed telephone system hampered the response from emergency responders. They were unable to coordinate within the teams and between agencies during the early hours.

That was slowing down the overall response. However, Putnoki was able to complete the calls with Auxiliary team members later in the day, as the phones

began freeing up.

A C-130 from Coast Guard Air Station Barbers Point was dispatched to photograph damage on the Big Island and transmit the images back to Oahu.

The air crew was specifically asked to check Kona Airport, the hospital, and the civic center. They also checked the volcanoes, and performed a perimeter check of the island for possible pollution.

A second C-130 stood by for possible medical evacuation of patients from Kona Community Hospital to Hilo. That mission later went forward with coordination from Toby Clairmont, at HealthCare Association of Hawaii.

On Maui, meanwhile, it was reported that the motion of the quake in some parking lots on that island caused cars to move and even turned some over.


Amazingly, despite all the physical damage, no fatalities were directly attributed to the earthquake.

In the midst of dealing with the quake, COMMS received a Mayday call from a 20-foot fishing boat off Molokai, reporting an inoperable engine. A rescue team from Station Honolulu headed out, but due to the wave height and winds, estimated time to the scene was about 90 minutes. A radio watch maintained contact with the boat until the rescue team arrived.

With the public using cellular phones for non-essential calls, the batteries at the cell phone were soon exhausted. Only those sites with generators continued to operate.

Amateur radio stations throughout the island chain began passing reports of damage, particularly on the Big Island and Maui. Some of the ham operators were able to make it to the hospitals, where patients were being evacuated to tents set up in the parking lots.

In retrospect, Putnoki sighed, "We were lucky. The effects of that earthquake could have been much worse."

Putnoki currently is organizing both inter- and intra-island communications networks in Hawaii, as well as between District 14 and the mainland. An information systems consultant with Hawaii Medical Services Association, he was recently appointed DSO-IS 14. 



# Operation Pegasus

## MEMBERS HONE SAR SKILLS

Manning the rescue boat are, from left, Les Mutz, Flotilla 36, Joe Ridges, SO-OP 3, Tom Trucco, FC-26, Rich Polad, ADSO-PE, and, in the life raft, Robert Auchinleck, DCP-3, all D9WR.

Photo: John Bruhn, FSO-MT 35 D9WR

**By Ron Aidikonis**

Flotilla 35 D9WR

and

**Randy Podolsky**

RCO-S D9WR

It is one thing to have resources; it's another to organize those resources and put them to the test.

But this was done successfully on June 24, 2006 under the mission name, Operation Pegasus, in order to provide land, sea, and air training for Division 3 D9WR.

The training mission, which took place on Lake Michigan in two AORs – those of Station Kenosha (Wis.) and Station Wilmette Harbor (Ill.) – was organized by Larry vanGoethem, IPDCP-3, Bob

Allen, FC-38, and Randy Podolsky, RCO-S, all D9WR.

Because it was a multi-unit, cross-training, surface/air/communications search-and-rescue (SAR) mission in two separate AORs, planning was of the utmost importance to insure safety and successful execution.

First, it was agreed that the primary purpose of the exercise would be to provide a training mission to involve all flotillas in Division 3, and to invite other flotillas and divisions to participate.

The secondary mission was to develop tasks to test our SAR and operational readiness, as well as our capabilities and preparedness in boat operations, aviation, and communications.

VanGoethem developed a plan, utilizing “subject matter experts” – that is, outreach to other Auxiliarists with expertise in various aspects of SAR training missions – because he felt that would be very helpful in planning for Operation Pegasus.

One of the subject matter experts was Mike Scott, ADSO-OP 9WR (Station Wilmette Harbor), who advised vanGoethem on how to keep everybody busy during the mission, among other things.

“When people run search patterns, they get frustrated if there is nothing to find,” Scott said. “Search patterns need to be big enough to give a sense of challenge, yet small enough to be covered in a manageable period of time, in case they





Photo: Barney Zaffron, SO-PB 3 D9WR

Jerry Heitschmidt (left), DSO-AV 9WR, and Jim Fellers, FSO-PS 38 D9WR, prepare their AuxAir Operational Facility to fly a search mission.

don't find their target."

Other subject matter experts included Ted Dawson, FC-51 D9WR; Steve Smith, ADSO-OP 9WR (Kenosha); and, Jerry Heitschmidt, DSO-AV 9WR.

The plan evolved into a total of 12 sorties, all run from 0800-1200. In each of the two AORs, two sorties first would be executed on-the-water only, then two in the air only, followed by two combination air/surface exercises running simultaneously.

The next challenge was to procure two air and surface facilities needed for the SAR missions, plus two additional surface facilities for operational support, a dinghy or two, some Oscars, and about 30 qualified, or looking to be trained, members.

The response was amazing. In our district, we are fortunate to have not only reasonably ample resources, but also enthusiastic members who step forward to put it all together. In all, there were 60 who volunteered.

In addition to all the surface, air and communications facilities made available for the mission, one member volunteered his 50-foot OPFAC as a platform for our public affairs staff, crew trainees, and others who wanted to see the action.

Logistics on the big day:

Everybody got together for a mission briefing to make sure they all understood

their duties and that all questions were addressed.

The crews then headed out to their respective facilities or area of responsibility. The support vessels placed the targets to be located and stood by to monitor the operation. As Smith observed, "Good Samaritans sometimes retrieve the targets, something we learned from previous experience."

The search patterns were then run in sequence. To help keep things organized, the first sortie was e-mailed to the crews a week prior to the training mission, to give them a sense of what they would be doing and also allow them more time to plan.

The following sorties were then announced on-the-go, providing a more realistic scenario for training. When the North AOR mission got underway, one of the crews discovered that there was a fishing tournament going on in their search sector, which injected a real-life situation into the exercise.

Landside communications was located at Flotilla 35's Operations Center at Waukegan (Ill.) Harbor. VanGoethem, assisted by Brook Edwards, SO-MA 3 D9WR, served as AUXCOM-North, while Podolsky was AUXCOM-South on his Auxiliary Operational Facility, which also served as an observation platform.

Comms were important, as mission

details coupled with routine ops-and-position reports were required. On-the-go SAR instructions were given to the crews and their search patterns were executed.

As the day progressed, we all felt a sense of team coordination. This was probably due to good planning, good training, and good people.

After the 12 sorties were run, all crew members returned to the Flotilla 35 Ops Center for a barbecue. That fourth-cornerstone activity got everybody together for debriefing and provided some fellowship.

During Operation Pegasus, crew members learned what they really knew. They also learned where they needed to hone their skills to prepare for real SAR cases. Providing them with a fully functional practice situation is just another step in their training to be *Semper Paratus*.

The second great success of Operation Pegasus was the cross-training, cooperation and camaraderie between personnel from a wide variety of units, as active-duty support from Sector Lake Michigan and Stations Kenosha and Wilmette Harbor joined forces with more than 60 Auxiliarists from six flotillas and four divisions in the region.

The exercise combined two local mantras: "One Team, One Vision," and "Train As If Your Life Depends On It....Because It Does!" 🌀

## NOAA VESSEL PASSES ITS SAFETY CHECK

# 'THUMBS-UP'



On board the R/V *Auk* and ready for her Vessel Safety Check are, from the left: Just Miller, geospatial coordinator and master of the 50-foot, aluminum-hull vessel; Mary Breen, FSO-VE 12-8 D1NR; Ben Cowie-Haskell, NOAA operations coordinator; Dick Eckhouse, FC 12-8 D1NR; and, George Murphy, VFC 12-8.

### Story & Photos by John Papp FSO-CS 12-8 D1NR

After all the dedication speeches and cheers for the National Oceanic & Atmospheric Administration's new high-speed research vessel, R/V *Auk*, were history, there was still one thing left to do before she was ready for sea – an Auxiliary Vessel Safety Check (VSC).

Aside from smashing the traditional champagne bottle against her hull, what better way to signal the new NOAA Research Fleet vessel's readiness than with an Auxiliary "thumbs-up"?

And so, Flotilla 12-8 D1NR (Scituate,

Mass.) got the call to come aboard the *Auk* – a 50-foot, hydrofoil-assisted, aluminum-hulled catamaran – to give her a complete "physical."

Named in honor of an extinct seabird that once wintered in the waters off Massachusetts Bay, the *Auk* will be used to study conditions in and around the Gerry E. Studds Stellwagen Bank National Marine Sanctuary.

The Sanctuary, whose headquarters are in Scituate, is well known for its whale population. AuxAir planes often overfly the Stellwagen Bank as part of a whale-protection program.

Last October, a team from Flotilla 12-8 boarded the *Auk* to meet her master and perform the VSC. The team consisted of Richard Eckhouse, FC; George Murphy, VFC; Mary Breen, FSO-VE; and, Kenton Greene, ADSO-PA 1NR.

Built by All American Marine, of Bellingham, Wash., the *Auk* is powered by two Cummins 490 hp engines. She can cruise at 20 knots and has a top speed of 30 kts. The research vessel has state-of-the-art GPS navigation, radar, sonar, and communications gear.

When loaded with 600 gallons of fuel, the vessel has extended loiter-time,



providing researchers with the ability to complete multi-day missions at sea. The *Auk* can support up to 14 researchers on day-cruises, or six for extended tours.

First, we were given a tour of the entire vessel, paying close attention to those specific items that are important in all VSCs.

Given the vessel's size and complexity, this VSC took longer to complete than do the flotilla's typical safety checks. Each team member was given a specific task. For example, Murphy inspected the navigation lights, while Eckhouse and Breen went below into the engine compartment.

At the end of the examination, Eckhouse reviewed the completed VSC form with Just Miller, a geospatial coordinator and master of the *Auk*; Ben Cowie-Haskell, NOAA operations coordinator; and, Anne Smrcina, NOAA education coordinator.

Eckhouse observed that the *Auk* was one of the finest and most fully-equipped vessels he had been on all month.

A strong indication of how important NOAA considered the flotilla's vessel examination to be was that the VSC form was personally signed by Dr. Craig MacDonald, Superintendent of the Stellwagen Bank National Marine Sanctuary.

Immediately following the signing ceremony, R/V *Auk* was presented with the Coast Guard Auxiliary VSC decal. 🚢



The National Oceanic & Atmospheric Administration's new 50-foot, aluminum-hull catamaran, R/V *Auk*, awaits her Auxiliary Vessel Check.



Mary Breen, FSO-VE 12-8 D1NR, peers down to the engine room during Vessel Safety Check of the NOAA vessel.



Checking out R/V *Auk*'s anchor-chain during a Vessel Safety Check of the new aluminum-hull vessel are, from the left: Just Miller, geospatial coordinator and master; Dick Eckhouse, FC 12-8 D1NR; and, Ben Cowie-Haskell, NOAA operations coordinator; while Mary Breen, FSO-VE 12-8, and George Murphy, VFC 12-8, watch closely from the research ship's railing.



ON-SCENE COVERAGE FROM ST. LOUIS MEETING

# Achieving Mission Excellence Through Recruiting, Retention and Responsibility

**Stories by Ed Sweeney**

DC-A

**Photos by Mel Borofsky**

BC-ANS

District Staff Officers from seven disciplines – CS, MS, MT, OP, PE, PS, and VE – each made the annual trek to St. Louis for the National Training Conference (N-Train) this year. There, they joined the elected Auxiliary leadership and USCG Directors of Auxiliary and Operational Training Officers, as well as Auxiliary National Staff, to chart the course ahead for the coming year.

Six USCG flag-officers, along with senior representatives of the Coast Guard Academy and the USCG Office of Boating Safety, were also on hand to address the membership.

National Commodore Steven M. Budar declared that the theme of this year's N-Train would be "achieving mission excellence through recruiting, retention, and responsibility."

He complimented the Auxiliary for doing a good job of attracting new members to support our various missions since 9/11. But, in light of the completion of Personnel Security Investigations [PSI] at the end of last year, "we need to continually look for good people," he said.

Moreover, COMO Budar emphasized the importance of retention which, he said, may, in fact, be more important than recruiting.

"We need to also concentrate on retention," the National Commodore urged, adding that our mission capa-

bilities are dependent upon having the right people, in the right place, at the right time. "We actually do a good job on recruiting," he said. "If you look at our reports and numbers, we recruit thousands of new members each year. It is those who leave us that has caused concern and have taken that area to the forefront for us."

COMO Budar said, "All of us joined the Coast Guard Auxiliary for a reason. We want to give back to the community, which is a reason I hear a lot, but most of us also wanted to get something personally from it; some additional education

or training, some satisfaction that we receive in doing the work that we do.

"Our responsibility, as the leaders of the Coast Guard Auxiliary, is to see that that opportunity exists for our members, and that we do what we can to nurture our members in their quest for that satisfaction."

COMO Budar continued by stating that, "The third leg of the triangle is responsibility. That is what lies on my shoulders and the shoulders of every leader within the organization. We need to be a member, a friend, a mentor to those that we work with. That is our responsibility—to each other, and to ourselves.

"Our responsibility is that we remind each other, every day, that we are here for a reason; that whatever we can contribute to the effort is important. We need to thank each one of us for the work that we do, whether it is a year, a day, or hours of a day," he said.

"Every day, I can remember three things [recruiting, retention, and responsibility]. These three things stay in front of me, and I hope that they will stay in front of you as we progress through this important year."

COMO Budar concluded his opening remarks by urging the District Staff officers present to convey the training received at the conference to their shipmates at the local level.





**VADM ROBERT J. PAPP, JR.**  
*USCG Chief of Staff*

"Good morning shipmates," said Vice Admiral Robert J. Papp, Jr., as he greeted the General Assembly. The Coast Guard Chief of Staff then went on to explain how he loved to watch TV commercials. He said he usually watches the Super Bowl just to see the commercials for video metaphors he can use.

He depicted a typical commercial made by MasterCard, which he said, "would read something like this: Airline tickets from Washington, D.C. to St. Louis—\$226; rental car—\$77; a night at the Renaissance Hotel in St. Louis—\$75; time spent with your Auxiliary shipmates—*priceless!*"

VADM Papp said, "The number of people here from [USCG] Headquarters is an indication of how important the Auxiliary is to us. Apologies to those people who like the term, Team

Coast Guard, but I prefer the name, Coast Guard Family.

"In fact, 'shipmates' is my shorthand for the term Coast Guard Family, and I have put the word shipmates on my Challenge Coin. It's a reminder to me, personally, that people are the most important part of this family. We need to pay attention to people—in providing resources to them, but also in listening to them."

He praised the extended members of the Coast Guard family—the spouses. He lauded his own wife, Linda, for her support of his career and his service to the Coast Guard. He also praised those couples who both wear the Coast Guard Auxiliary uniform.

VADM Papp said he had this message from the USCG Commandant, Admiral Thad Allen, regarding the reorganization now going on within the Coast Guard: "Don't worry. This will probably be the largest reorganization of the Coast Guard since World War II, by the time we're finished."

He added: "It won't be done overnight, it will outlast the tenure of ADM Allen, and it will take three to four years to work on. As we work our way through the Administration and Congress, and get them to buy into the changes we want to make, it will take time. But we will keep everyone informed along the way.

"One of ADM Allen's tenets is transparency—transparency in everything we do. We want the public, the Congress, the Administration to have a complete understanding of everything that we do."

VADM Papp urged all of those present to revisit the first message put out by the Commandant, shortly after his Change of Watch. "It is a long speech about what he wants to do in the Coast Guard, but I can sum it up in two words—mission execution," he said. "[ADM Allen] wants the entire organization—from bottom to top, and top to bottom—to be focused on the things they need to do to perform our Coast Guard missions.

"Buy in from the bottom of the organization in the mission execution. That is what the Commandant wants. He wants everybody to know that, no matter what they do in the Coast Guard, everyone plays a part in mission execution."

VADM Papp asked, rhetorically, why the Coast Guard is "making changes in light of our successes, like [Hurricane] Katrina?"

His response: "Because we can. We are in a position right now where we are not forced to make changes as a result of budget cuts. Since 9/11, we have been growing. We have gained people and resources, but that will soon come to a halt."

The good news, he said, "is that we haven't had a terrorist attack since 9/11; the bad news is that people have become complacent. Attentions are being focused elsewhere."

He said the Coast Guard reorganization will have little impact on the Auxiliary, but at some point, district boundaries may be adjusted.

Rear Admiral Cynthia Coogan remarked that being at N-Train "is like attending a family reunion; I have worked with the Auxiliary my entire career. It is nice to be here with you."

As the USCG Director of Reserve and Training, she said, "I do an awful lot of travel. Everywhere I go, I see a lot of Auxiliarists." She recently was at USCG Training Center (TRACEN) Petaluma and observed Auxiliarists taking the Team Coordination Training facilitator class. "That is such an important course for us," observed VADM Coogan, who said it was a win-win situation because, "Our people did their job better because of what you taught them. Thank you!"

RDML Coogan recalled that, while touring TRACEN Cape May recently, she saw an Auxiliarist—Bruce Long, IPDCP-8 D5NR—teaching young recruits about finance.



**RDML CYNTHIA COOGAN**  
*Director, Reserve & Training*



# National Training Conference

She was happy to see that the young recruits were being exposed to the Auxiliary at such an early stage in their Coast Guard career.

She said, "The Commodore [Budar] earlier spoke about retention. It is nice to recruit, but we absolutely must retain our workforce. In the USCG Reserve, we are not meeting our recruiting goals, but we are doing a great job of retaining the workforce. We probably have some lessons we can share with the Auxiliary."

"Education and proper training is the key to retention. We in the Coast Guard have the responsibility of working with you. We have a responsibility to get the right training to your folks. We are working with Gail Fisher, DC-T, and the [Auxiliary] National Training Department, to do just that."

RDML Coogan said the Coast Guard is looking at blended learning and using technology, such as e-learning, to help with course-delivery. Acknowledging that e-learning is problematic and had some connectivity issues, she added, "The reality is that we live in a technological age, and some of our courses are going to be given online."

Coast Guard leadership programs are one of her responsibilities, she said, adding, "The Auxiliary is very involved in those programs. We [are] starting a 360-degree performance review for the Auxiliary. We now have the Leadership Advisory Council. [Its members] advise the Commandant on leadership issues. Commodore Gene Seibert, [IPNACO], is the first Auxiliarist to serve in such a capacity."

RDML Coogan concluded by saying, "I have read in your publications and have heard ADM Allen say this many times: The good news is that the Coast Guard has never been more relevant. The bad news is that the Coast Guard has never been more relevant. I believe firmly that, together—the Auxiliary and the Coast Guard—we can do *anything*. We will be ready for all hazards, all threats. We will be 'always ready.'"



**RDML BRIAN SALERNO**  
*USCG Director of Compliance  
& Inspection*

Rear Admiral Brian Salerno, who has been a friend to the Auxiliary for quite some time, opened his remarks by praising us for all that we do to support the Coast Guard's missions.

The three-year PSI process, the USCG Director of Compliance & Inspection said, "went better than expected." He commended the Auxiliary for its energy, noting that most programs did not appear to suffer any significant decrease in

capacity.

RDML Salerno specifically praised the Auxiliary for performing more than 30 percent of the total Commercial Fishing Vessel Examinations last year, and for helping with surge operations in the USCG Regional Examination Centers.

He also conveyed some areas of concern from the Commandant. For example, "We are still concerned with threats from small-boat attacks, such as what happened with the USS *Cole*," he said.

Also mentioned was the concept of a licensing system for recreational boat operators and efforts to step up boating safety education activities. "Increasing boating safety education will result in increased safety, as well as increased security," he said.

RDML Salerno concluded: "The Auxiliary supports the entire Coast Guard, and I thank you for it."

• • •

Also at N-Train 2007, two Memoranda of Understanding (MOU) were signed by the Coast Guard Auxiliary Association, Inc., one with the Australian Coastguard Auxiliary, the other with "3-N"—the National Notification Network. Copies of both can be found at: <http://www.teamcoastguard.org/2007/NTRAIN/mou/index.com>

For detailed coverage of N-Train 2007, including links to video coverage, visit SITREP at: <http://www.teamcoastguard.org/2007/NTRAIN/index.com> Videos are also accessible for viewing and downloading at: [http://www.auxadept.org/video\\_N-TRAIN.html?N-TRAIN=N-TRAIN+Videos](http://www.auxadept.org/video_N-TRAIN.html?N-TRAIN=N-TRAIN+Videos). 📺

## Other N-Train Highlights

*Additional guest speakers included:*

- Judith Youngman, Ph.D., Professor of Political Science, U.S. Coast Guard Academy, who spoke about the nature of, resistance to, and acceptance of change.
- Captain Susan Bibeau, Director of Admissions, U.S. Coast Guard Academy, who discussed the progress of the Academy Admissions Partners instituted on Jan. 1, 2006.
- Commodore Bruce Miller, DCO-13, who presented the fourth 'R' -- relationships.
- Jeff Hoedt, Chief, USCG Office of Boating Safety, who spoke about strategic planning, "the next revolution in boating safety."
- Steve Pegram, Flotilla 44 D8CR, and Vice President of Global Security Systems, who discussed software programs, including, "Disaster Communications and Alert System."



# 'e-Coast Guard 2.0'

## NEW SYSTEM HOLDS GREAT PROMISE FOR THE FUTURE

The way ahead in technology and information systems for both the Coast Guard and Auxiliary was outlined by Rear Admiral Ronald Hewitt, Assistant Commandant for Command, Control, Communications, Computers and Information Technology.

Labeling the plan "e-Coast Guard 2.0," he told N-Train 2007 attendees, "One of the Commandant's Intent Action Orders (CIAO) is e-Coast Guard 2.0."

RDML Hewitt discussed how the Auxiliary fits into that plan, as well as the methodology that will be going into developing that system, which will be focused on how to improve information-flow.

He reviewed the various information systems used by each functional area of the Coast Guard, all of which are very decentralized and do not effectively interact with the other. "Under e-Coast Guard 2.0," he said, "it will be more holistic. The new system is called Federal Enterprise Architecture."

Although this reorganization is required by law, RDML Hewitt said it also made good business sense. "The system will support the two key words mentioned [here] earlier by [the USCG Chief of Staff], Vice Admiral Robert Papp—mission execution," RDML Hewitt said. "The whole reason for this consolidation in information systems is to improve mission execution."

The information needs of each member of the Coast Guard family—active duty, Reserve, Auxiliary, and civilian, as



**RDML RONALD HEWITT**

*USCG Assistant Commandant for C4IT*

well as other Department of Homeland Security and Department of Defense agencies—is being assessed, with the goal of having one system that supports all those needs and provides better information flow, he said.

"The key thing is the information. The bottom line is: We don't do technology for technology's sake. We do it for the mission," RDML Hewitt said.

"The key questions to be addressed

are: What are the core processes and key businesses that we perform now? Where do we want to go? What changes do we need? Then, we look at the technologies and how to get there. This is not just a transition plan of technology. It is a transition plan to change your business.

"As of right now, where are your information gaps?" RDML Hewitt asked.


He emphasized the need to make the right decision on the first try, noting that a change in mid-stream is often much more costly than doing it right the first time.

He added, "We are not going to do a separate Auxiliary system (like AUXMIS or AUXDATA) that actually competes with Coast Guard systems like MISLE. [The new system] will be a Coast Guard system to support the entire Coast Guard family."

RDML Hewitt said that as the Auxiliary becomes more integrated into more Coast Guard missions, it sometimes necessitates access to information normally kept inside the internal fire-wall that is accessible only via Standard Workstations at Coast Guard units.

"The Coast Guard Reserve and Auxiliary are in similar situations [because] both need access to data from outside the network," he said. "A solution for one is likely to provide a solution for both groups. Technology has never really been the issue. We just never had the requirements there, so we can move forward and get this program through."

He said the plan will take about six months to assemble and that the Coast Guard will own the system, not the individual program, as had been done in the past.

RDML Hewitt concluded with a quote he attributed to USCG Commandant, Admiral Thad Allen: "Information transparency breeds self-correcting behavior, and that is where we are headed." 

# Boaters Learn the Hard Way To Be Sure Trailers Are Safe

By **Debra Blackburn**  
FSO-AN 44 D8ER

My Auxiliarist husband, Rick, and I want to share with fellow Auxiliarists an experience we had late last summer at the Mt. Vernon (Ind.) Boat Club because it demonstrates well the importance of proper trailering procedures.

While pulling up to the club's dock, after a day of boating on the Ohio River, I noticed that the people next to us had loaded their boat lopsidedly on their trailer. We had seen this before with other boaters. Most of the time, however, they just moved their trailers back into the water and loaded properly.

As we prepared our trailer for the trip home, we began to think that these latest boaters needed help because they had not gone up the ramp with their boat. We went over to see if we could be of assistance.

Much to our surprise, they had broken off the trailer post that holds the winch on. Since the trailer had rollers, the boat slid off as the people were pulling it out of the water. The boat had slid so far off the trailer that the lower unit was stuck on the concrete ramp.

There were only three of them and two of us to try and get this boat back on the trailer. This was not a small boat – it was an 18-foot Sea Ray, with an inboard/out-board unit.

We needed more help. About then, another boater pulled up. We told him what had happened and asked for help. There were three people in that boat, so we now had eight of us trying to pull-and-push the stuck boat back onto the trailer.

We were unable to back it down the ramp and into the water because the lower unit was on the ramp. We tied-off the front end of the boat to the trailer and



Debra Blackburn, FSO-AN 44 D8ER, looks over a Personal Flotation Device during a Vessel Safety Check of a trailered powerboat.



The author checks out trailer components during the Vessel Safety Check.

lifted the rear end so they could back their trailer down to the water.

Once in the water, though, we still could not secure the boat. But, we did manage to get it centered on the trailer. They pulled the boat up the ramp, as two of us sat on the bow for weight.

We turned the truck and trailer around to face the water. Going downhill, we were finally able to push the boat onto the trailer.

The boaters insisted on trailering home, so we tied-down the front of their boat with towrope. They did not have

back straps. I suggested they might want to invest in a set, as this unfortunate incident could have occurred while they were tooling down a highway.

The lesson-learned for Auxiliarists is this: At our Vessel Safety Check stations, we should not only make sure that the boats – and boaters – are safe, but also suggest that boaters check their trailers.

The next day, we checked the post that holds our winch and found a small crack in the weld.

A week later, we spotted the same people who had had the trailer problem. They were back in business, boating. But, they had a new winch post that had been made and installed professionally. They also had followed my suggestion to put straps on the back of the boat.

These people were lucky. Their winch broke at the ramp, while loading their boat, rather than while trailering down the highway.

A lot worse could have happened if they had been on the road. If their winch had broken, the boat – lacking back straps – could have rolled off the trailer, damaging the boat.

Or, the boat could have caused extensive damage to any vehicle unlucky enough to be following them down the road.

This sort of thing could happen to any boater. Please check those trailers. 🚨





# Auxiliary National Public Affairs Department Contests Announced

By **Harriet L. Howard**  
DVC-AS

Greetings to all of you who work so hard in providing great publications concerning our organization and publicize the contributions we make to the public and the Coast Guard. Your work is greatly appreciated, and worthy of recognition. That is the reason behind the Public Affairs Department's awards program. I am tasked with soliciting and arranging for the judging of three contests: Public Affairs, (PA), Publications, (PB) and, since 2000, Photos.

Since this program was established 20 years ago, I have received some wonderful entries, showing the innovation, creativity, and true dedication of members from these two staff areas. I am looking forward with great expectation to your submissions this year.

The National Department of Public Affairs again invites you to submit your entries for the annual PA, PB, and photo contests. The entries are for accomplishments completed during 2006. **Deadline for submitting entries is July 31, 2007.**



## National Public Affairs Awards

will be presented for the best District, Division and Flotilla projects. There are four basic categories:

- Use of imagination and creativity
- Promoting the Auxiliary programs and Auxiliary image
- Attracting the attention of the media and the boating public
- Clarity of writing and ease of replication

*Note: Entries should reflect a year's activities, not just one isolated project.*

## National Publication Awards:

Flotilla and Division newsletters must be 2006 District award winners. A letter from the DSO-PB must certify that the Flotilla and Division publications are the District winners. (DSOs-PB may submit their District publication along with the Flotilla and Division winners.)

**National Photo Awards:** Are you a shutterbug? Do you enjoy taking pictures? Here's your opportunity to submit your best Auxiliary-related photo. It must be a print, slide or digital photo and need not have been published. It

may be black and white or color. Online pictures must be submitted at the best possible resolution.

The six categories for judging are: Fellowship, Marine Safety, Public Affairs/Member Services, Operations, Public Education, and Vessel Examinations.

Please indicate the category of your submission. Write the identifying information on a label and affix the label to the back of an 8x10 photo, attach it to a slide, or include it in your email submission of digital photos.



Please send Public Affairs Publication Contest entries to:

**Lois Ann Hesser, BC-ASC**  
11922 W. 12th Court  
Davie, FL 33325-3865

Send Photography Contest entries to:

**Joe Nekrasz, BC-AIP**  
1909 205th PL, NE  
Sammamish, WA 98074  
Email: joe@bazonkers.com

We look forward to receiving submissions from all Districts.

*Semper Paratus*

# Washington State Crew Handles 'A Once in a Blue Moon' Rescue



**Story by Lee Warnaca**  
FC-35 D13

**Photos by Bryan Dees**  
FC-32 D13

It was November 25th, last year. A fair boating day. The weather, cold but semi-clear – rare for a Pacific Northwest winter. The water was pretty calm, thanks to an almost total lack of wind.

And then...what had started as a routine derelict patrol, suddenly turned into a rare opportunity for us to rescue a vessel in distress.

The crew that day on board Auxiliary Operational Facility 232246 – the *Camara* – consisted of coxswain Lee Warnaca, FC-35 (Tacoma, Wash.), ex-Coastie Bryan Dees, now FC-32 (Des Moines, Wash.), as crew, and trainee Tim Woods, all D13.

We performed the pre-underway risk-assessment, checked in with USCG Sector Seattle, set up a radio watch, and headed out to sea.

When on patrol, I like to have multiple radios on at once to monitor different channels. I prefer that over scanners

because, with that type of radio, you can sometimes miss a call.

After checking out a couple of derelict vessels, we headed down a waterway in the Port of Tacoma. We were idling down this waterway, looking for adverse oil and vessel conditions, when we heard: “*Defiance* calling the *Blue Moon*.” And the reply: “This is the *Blue Moon*, Channel 13.”

This was an odd call, I told the crew, because *Defiance* is a City of Tacoma fireboat, and they do not just go out for a casual cruise. We immediately switched one of the radios to Ch. 13 to monitor the call.

The first thing we heard was, “*Blue Moon*, confirming that you are hard aground.” After a quick acknowledgement, the vessel confirmed its position. I have boated in the Pacific Northwest for over 45 years, so I knew instantly that the beleaguered vessel was at the head of the very next waterway.

Due to a wake-speed requirement, it would take us nine minutes to get back out of the waterway (though only about

one minute, if we went at high-speed). We apprised Sector Seattle of the situation and that we were en route to assist the *Defiance*.

Sector asked us to stand by the stricken vessel and check for any fuel or oil spillage. Dees notified the fireboat that we were minutes away and would assist, if needed.

We arrived on scene within 10 minutes. What we found was the 40-foot sloop *Blue Moon*, valued at over \$100,000. She was close to shore, but hard aground and in danger. She was listing hard to starboard, due to a falling tide.

The sloop’s master had called 911, instead of radioing the Coast Guard. Had he contacted the USCG, we would have been there 25 minutes sooner.

Dees instructed the five people on the sloop to don Personal Flotation Devices and check below for damage. Someone on the vessel said they all had PFDs on, and there was no damage.

The *Blue Moon* then requested that we pass them a tow rope.

We contacted the *Defiance*, but its draft





The sailing sloop *Blue Moon* sits in four feet of water, less than 100 feet from shore, after running aground off the Blair Waterway, in Commencement Bay, Tacoma, Wash. The incident happened during a sailing regatta when the sloop apparently came into contact with a J-shaped shoal.



Auxiliary Operational Facility *Camara* (OPFAC 232246) stands by as City of Tacoma (Wash.) Fireboat *Defiance* pulls alongside the sailing sloop *Blue Moon* in Commencement Bay.



Tim Woods, crew trainee, and ex-Coastie Bryan Dees, FC-32 D13, relax with OPFAC *Camara* following rescue of the grounded sailing sloop *Blue Moon*.

was too deep to get close to the sloop. So, we were asked to take a tow rope to the vessel, if we could.

We discussed the situation and the risks, which we determined to be minimal. So, we dropped a dinghy in to tow a line through the shallow water to *Blue Moon*.

While Dees attempted to row to the sloop, I checked the chart for water depths. It showed a sideways J-shaped shoal, which is what the sloop had run onto.

As Dees neared *Blue Moon*, he found the outgoing tide was moving faster than his oars.

So, we went to Plan B.

We picked up Dees and the dinghy, and then attempted to proceed parallel to the shore in order to get inside the shoal. But as we got close, our sonar read a depth of only five feet, and getting shallower.

I backed out and made an attempt from the seaward side, head on. I found enough water to get to *Blue Moon*'s bow, and Dees handed off the tow rope. We backed out, informed Sector of our then-current status, and watched as the *Defiance* attempted to tow *Blue Moon* off the shoal.

Local-area knowledge, being alert to our radios, trained to handle situations safely as a team, and the ability to work hand-in-hand with another rescue agency all contributed to our ability to perform in this emergency.

It just doesn't get any better than that. 🌀



Photo: Toni Gartner

John Gartner, FSO-PA 31 D9ER, relaxes at southwest England's bustling Falmouth Harbor, Cornwall, prior to touring the close-by Royal National Lifeboating Institution Station with his wife, Toni.

# Britain's RNLI Lifesaving Service Explored by a U.S. Auxiliarist

**By John Gartner**  
FSO-PA 31 D9ER

*[Editor's Note: This is the second article in an occasional series on how our cousins in other countries operate.]*

Last summer, my wife, Toni, and I spent 12 days cruising around Great Britain on Oceania's 684-passenger vessel *Insignia*.

I have always been interested in British seafaring. So, while way up the coast in rainy Kirkwall, capital of Scotland's Orkney Islands, I visited the Royal National Lifeboating Institution (RNLI) station in the town's small port.

About a week later, the two of us took a public tour of the RNLI station in Falmouth, a well-known recreational and fishing port in England's southwestern-most county, Cornwall.

Both stations operate 52-foot, Severn Class, all-weather lifeboats. Built of fiber-reinforced composites, these boats operate with a crew of six, at speeds up to 25 knots, and have a cruising range of 250 miles. They can carry up to 105 persons in the self-righting mode; up to 20 more can be squeezed for extreme duty.

The organization also operates smaller pontoon vessels for near-shore rescues.

I learned that, although there is some overlap with the mission and activities of the USCG Auxiliary, the much-older RNLI is vastly different.

The most important difference is that RNLI is not affiliated with the British or Irish governments. Instead, it is a charitable organization, founded in 1824, staffed primarily by volunteers.

The institution owns the 233 lifeboat stations situated around the United Kingdom and Republic of Ireland and all the vessels that operate from them. RNLI's mission is to save lives at sea, up to 100 miles from the coast. The Marine and Coastguard Agency (MCA), Royal Navy, and Irish Coast Guard handle rescues farther out.

RNLI's mission also includes providing beach lifeguard services in southwest England.

Like our Auxiliary, RNLI promotes public recreational boating safety, but it does not get involved with other duties that we cover, such as pollution control, aids to navigation, and port security. Those are left up to MCA and its Irish equivalent.

RNLI is more like a volunteer fire company – first responders to near-shore marine emergencies. Members train for up to five years before they qualify for

rescue-crewing.

Despite highly-engineered seating in the all-weather rescue vessels, the pounding of the surf is felt to be too intense for the more sensitive bones of older members, so they graduate to shore-side duties. In fact, they must give up serving on smaller in-shore vessels at age 50.

The man in coveralls who showed me around the Kirkwall station is the unit's mechanic – the only paid staffer at the facility. He is responsible for keeping the Severn vessel in a high state of readiness, and monitoring the engines and operational instruments while underway.

All other crew and supporting shore side members are volunteers.

Their £2 million (approximately \$3.76 million) boat was donated by one philanthropic woman. Their ongoing operations are funded by nationwide, regional and local fundraising. Each station also has a small gift shop.

According to the RNLI pamphlet, "Loud and Clear," the nationwide organization conducted 7,656 launches and rescued 7,507 people in 2004. Its gross expenditure that year was £119.6 million (about \$224.8 million), 80 percent of which went for operations.

It was money well spent. 🌊



# Neither Rain, nor Heat, nor Humidity Can Stay These Auxiliarists From Their Appointed Rounds at a Show



Photo: Mark Fantl, FC-56 D9WR

On the first day of the TCF Bank Air Show, the celebrated U.S. Air Force Thunderbirds' jet aircraft soar through clear blue skies over the Milwaukee skyline and Hoan Bridge, which marks the river entrance to the city's Inner Harbor.

**By Timothy L. Hoffman**  
ADSO-OP D9WR

Saturday, July 15, 2006 dawned warm and humid, with a forecast that promised a heat-index of 107° by mid-day. This was also the first show day for the TCF Bank Air Show in Milwaukee, featuring the U.S. Air Force Thunderbirds.

An air show is a major undertaking. Planning begins months in advance. This year, as in 2005, both a large and a small on-water Safety Zone would be needed.

The small zone would close the northern half of the outer Milwaukee harbor; the large zone, needed for the Thunderbirds, would extend past the break walls. It would also close down McKinley Marina, the city's largest such public facility.

Since the boxes would be required at different times, coordination would be critical as the zones were expanded and collapsed.

The Coast Guard lead for advance planning and coordination on the water was BMC Christopher Purdy, the Officer in Charge of Station Milwaukee, with Auxiliary participation coordinated by myself.

For the third time in as many years, Auxiliary coxswains and crews from Division 5 D9WR would play a key role in maintaining the Safety Zones, alongside active-duty and Reserve personnel from Station Milwaukee, the Milwaukee Harbor Patrol and County Sheriffs, and the Wisconsin Department of Natural Resources.

Auxiliary participation began on July 13, the first day of air show practice over the harbor. Auxiliary Facilities 221079 (Flotilla 5-13) and 221086 (Flotilla 5-17) augmented Station's UTB and UTL.

A relatively light spectator fleet on the two pre-show practice days allowed us to practice expanding and collapsing the Safety Zones so we would be ready for the real thing on the third day.

Due to the expected large spectator fleet on Saturday, it was all-hands-on-deck for the Auxiliary, as five Operational Facilities (OPFAC) arrived as part of Team Coast Guard. OPFACs 221079 and 221086 were out again, joined by 362013 (Flotilla 5-17), 332064 (Flotilla 5-13), and 312186 (Flotilla 5-17).

Our Big Boats, as we called them, played critical roles working the line outside the break wall, where easterly winds promised a choppy day on the water.

Despite the large spectator fleet, the heat, and two- to three-foot seas "outside the wall," Saturday's air show was successful. However, there were two jet-skiers who might not agree.

Disregarding warnings from Auxiliarists, police and the Coast Guard, they violated the zone once too often. They ended up receiving Federal citations, the penalties of which represent five times the value of their jet skis.

For Sunday's show, we adjusted the patrol areas, as two OPFACs would not be available. Unfortunately, two more were lost before the show, due to a damaged propeller from a close encounter with a log by one OPFAC, and a sudden illness on board the other.

Sunday's first SAR case involved a 33-foot sailboat that broke down in the soon-to-be-closed Safety Zone. Nevertheless, that day's show was another success, with only two more SAR cases cropping up.

Just as we were mooring up, however, the call came into Station Milwaukee's watch room: "Coast Guard, we have a person in the water and they are drifting away from the boat, off Bradford Beach."

Within minutes, CG 25555 and AUX 221079 were underway for the beach, two miles north of the Station. Fortunately for the PIW, a Good Samaritan pulled them out, just as we arrived on-scene.

For the event's four days, Auxiliary crews logged nearly 249 hours underway, and we responded to five SAR cases. 🌀

# VICE ADMIRAL KEEPS A PROMISE



Enjoying a Honolulu Harbor patrol are, standing, from the left: Thomas Rack, VCO 14; Vice Admiral Charles Wurster, USCG Commander, Pacific Area; and, Commodore George W. Burkley, DCO 14. Seated in the bow are Captain Barry P. Smith, USCG Chief Director of Auxiliary, and Commodore Lois Conrado, ARCO-P. The 23-foot SAFE Boat was given to the Auxiliary in 2005, while VADM Wurster was serving as Commander, Fourteenth Coast Guard District.

**Story by COMO George W. Burkley**  
DCO-14

**Photos by Richie Sweet**  
FSO-PA 1-17 D14

While serving as Commander of the Fourteenth Coast Guard District, Vice Admiral Charles Wurster – now Commander, Pacific Area – made a promise to the Auxiliary that he would get underway on one of its 23-foot UTL SAFE Boats when they became fully operational.

Recently, he was able to keep that promise.

Following the February 23rd Coast Guard Officers' Association (CGOA) Luncheon at Integrated Support Command Honolulu, VADM Wurster had a small window of time in his schedule, which he used to get underway aboard one of those UTLs.

Immediately following the admiral's CGOA luncheon address, Commodore George Burkley, DCO 14, assigned Thomas Rack, VCO 14, to serve as cox-

swain of UTL 234757, and Richie Sweet to serve as crew, for a patrol of Honolulu Harbor.

Coincidentally, Captain Barry P. Smith, USCG Chief Director of Auxiliary, and Commodore Lois Conrado, ARCO-P, were also in Honolulu, for the Annual District Auxiliary Conference. They, too, were invited to join VADM Wurster on the patrol.

Following a proper safety briefing, the patrol commenced under a warm, sunny Hawaiian sky.

Rack asked the admiral if he would like to get a feel for how the boat handled. He then relinquished the helm to the admiral.

Enjoying the fresh air and sunshine, VADM Wurster gave the commands of powering up, and called out turns to everyone on board.

After putting the boat through several high-speed maneuvers, he powered down and returned to the inner harbor to make a slow pass by the large Matson

ships and the many tugs and commercial vessels in the harbor. He enjoyed seeing several of his Cutters being worked on pier-side at Sand Island.

The USCGC *Kukui* was getting a final on-load prior to her departure for the islands of the South Pacific. Included in her crew was chef Ralph Scrivano, of Flotilla 14 D14 (Kaneohe Bay, Oahu), who frequently gets underway in the 225-foot buoy tender's galley (*Navigator: Fall 2006, page 12*).

Included in *Kukui's* cargo were boxes of tee-shirts, toothbrushes, and toothpaste that were donated by Auxiliarists and were to be delivered to the residents of Fanning Island, who had requested them. (One of the Line Islands of the Central Pacific, Fanning Island, an atoll, is part of the Republic of Kiribati.)

Getting back to his busy schedule, VADM Wurster thanked the Auxiliary crew and departed Pier 4, with his promise kept. 🌟



# New York State First-Responders Learn Marine Skills from Auxiliary

By John Conroy  
FC 2-14 D9ER

In April 2006, members of Flotilla 2-14 D9ER (Bridgeport, N.Y.) and local fire and police departments began engaging in serious conversations aimed at sharing the knowledge and resources of first responders in Central New York State's Oneida Lake area.

The goal of these discussions was to improve cooperation and skills between the various organizations that protect boaters on that body of water.

One of the flotilla's goals was to forge a closer partnership and understanding of how the other units operate in their home area, as well as to share Coast Guard training components with those groups.

History shows that fire departments respond to the vast majority of search and rescue (SAR) cases on Oneida Lake, since they usually are the first responders to be dispatched through the 911 Communications Center.

These units are well-trained in rescue operations, including the use of divers, and in fire-fighting capabilities. However, in this area at least, more often than not these first responders have had little formal training in seamanship and marine operations.

We felt it would be helpful to meld Auxiliary expertise in marine rescue topics with fire and law-enforcement assets and specialized training. The goal of this cross-training has been to develop a more cohesive response to the various incidents that occur each year.

A formal towing curriculum was developed last August by Stan Wilber, SO-MT 2, and John Conroy, FC 2-14, both D9ER, and firefighter Rick Kunz, a former Coastie.



Photo: Ken Straw, SO-PA 2 D9ER

Two of the Flotilla 2-14 D9ER workshop participants from Central New York State public safety agencies prepare to take a 'disabled' boat in tow during evolution on Oneida Lake..

At the training session held at a local fire station, Conroy served as lead instructor and presenter, supported by Wilber, J.J. Phillips, DCO 9ER; and, other Auxiliarists. BM1 James Roddy represented Coast Guard Station Oswego.

Other agencies were also represented, including the Onondaga County Emergency Management Service, Onondaga County 911 Communications Team, South Bay Fire Department, Madison County Sheriff's Department, and Erieville Fire and Rescue.

Following the formal presentation, teams paired up to engage in practical training on Oneida Lake to practice what they had just learned.

Based upon the success of that first session, the planners decided to continue the training sessions, expanding to other relevant areas of interest and need for the participating agencies.

In November, the second training session was held at South Bay Fire Headquarters. The topic was *Fundamentals of Charting and Basic Navigation*. Conroy again served as lead instructor, supported by Wilber; John Steinbarger, DCP-2, and William Cummings, VCP-2. Many of the original agencies attended once again, and they were joined by members of the

Cleveland (N.Y.) Fire Department and Onondaga County Sheriff's Department.

This time, components of the first four chapters of the Auxiliary's *Advanced Coastal Navigation* course (Basic Navigation & Charting) were taught. And, once again, practical work was included – specifically, charting problems utilizing Oneida Lake charts.

Feedback from surveys completed by the participants ranged from appreciation for the knowledge shared to the fact that the information would be valuable in the daily operation of their respective patrols on the lake.

Several suggestions were offered for future sessions. Many of the trainees indicated their wish for training in such topics as weather, seamanship, search and rescue plotting, and knot-tying. It was expected that the next series of training sessions would begin during spring 2007.

Meanwhile, the initial goals of greater cooperation and relationship-building were advanced with every meeting held.

There are no certifications or other acknowledgements for taking these courses, but Conroy said his flotilla was looking forward to a long and continuously growing partnership with its fellow marine responders. ⚓



Neither rain, nor snow, nor sleet, nor freezing waters stay Alan Drake, FC-25 D17, from making his jump into the Seward boat-harbor, during the Alaska city's annual Polar Bear Plunge.

# It's Both Fire and Ice When Seward Auxiliarists Perform 'Polar Bear' Mission

**Story and Photos  
by McKibben Jackinsky**  
DSO-PB 17

Rather than quenching the fiery dedication of Seward Auxiliarists, chunks of floating ice, freezing temperatures, and a heavy snowfall actually fan these Alaskans' flames.

For the past five years, the hearty members of Flotilla 25 D17 have joined active-duty Coast Guard personnel and others at the Polar Bear Jump Off Festival, an event that has taken place in Seward every winter since 1986.

The highlight of a weekend full of activities is the Polar Bear Plunge – a large jump into Seward's small, frosty harbor.

The festival's dual goal is to raise awareness of cancer and to raise funds for the American Cancer Society. Jumpers gather pledges in exchange for hurling themselves into the 30-something degree water. All money raised remains within Alaska.

Although Auxiliarists do not participate in the event's fund-raising portion, their involvement helps raise awareness of the disease.

J. Craig Williamson, FSO-CM/IS 25, said, "I've lost a lot of family and friends to cancer – recently, a really fine friend – and this is a reality check as far as what cancer is."

An eight-year Auxiliarist who also serves as Leader in Charge of USCG Auxiliary Station Seward's 25-foot SAFE Boat, Williamson this year performed his third annual jump into the harbor.

"[The festival] raises a lot of money every year, so it's just a nice thing to be affiliated with," he insisted.

Partnering with the crew of USCGC *Mustang* and Coast Guard Sector Anchorage also is a benefit, Williamson said. "There is a great camaraderie – a morale thing – when we can interact with those folks."

Sue Lang, VFC-25, has entered the Polar Bear Plunge twice during her five years as an Auxiliarist.

She recalled, "In 2005, the air temperatures were in the 40s and the water temperature was maybe 37° F, so it was way more comfortable than in 2006, when the air temp and water temp were almost identical at 33° or 34°."





Just as a little snow or ice does not stop Alaskan boaters from enjoying the water, so too do harsh weather elements not block the Coast Guard Auxiliary from offering Vessel Safety Checks at Seward boat-harbor, scene of the Polar Bear Plunge.

As with Williamson, Lang's participation is fueled by the experience of close family members whose lives have been impacted by cancer.

Lang, who has served as FSO-PA 25 since joining the Auxiliary, also views the plunge as an awareness-raising opportunity on other levels, taking advantage of crowds that number more than 500, TV cameras that are rolling, and a Web cam

provided by a local business that allows the event to be seen worldwide, via the Internet.

"In 2005, we did a Personal Flotation Device demonstration," Lang said, referring to jumpers who wore different size and type PFDs. "One slender guy had on a Size 3X vest and, when he jumped into the water, all you had was a floating PFD," she said.

"There was a gasp from the audience. They understood."

Last year, the Auxiliary used a water-side stage for a man-overboard drill. The "actors" included Tamra ("River") Sheldon, FSO-PB 25, in the role of a mother who dropped her baby in the water, inspiring the crowd to shout repeatedly, "Save the baby!"

Lang said, "If we have an opportunity to get out a safe-boating message to the public, this is an absolutely perfect venue."

This was the first year that Seward Flotilla Commander Alan Drake joined the fun.

"It's not too bad because you're ready for it, as opposed to just falling in," he said. "The worst part is swimming back to the dock. I don't know if I could have gone another 10 feet. It's a good lesson in what it's like to be in cold water."

For three-year jumper BM1 Kevinn M. Smith, of USCGC *Mustang* (and an Auxiliarist), jumping into Alaskan water is not something new.

"I've done the Polar Bear Plunge three times," he said. "But, I've been stationed in Alaska for 11 years, so there are many times when, if it's a nice day, we'll have 'swim call' and jump off the Cutter, go for a swim, then climb back on. It's something to have a little fun."

But there is a difference between "swim call" and participating in the Polar Bear Plunge, BM1 Smith added. He, like others, has had cancer touch his family.

"Both as active-duty and Auxiliarists, I think it's important that we support the communities we live and work in," he said. "It's more than just going out and doing rescues. It is being part of the community; educating the community on water safety and all the other stuff. This supports the American Cancer Society, and that allows us to be more effective in our community outreach."

According to Marilyn Sutherland, Polar Bear Jump Off Festival coordinator since 1988, Sector Anchorage has participated for 14 years and the *Mustang* crew for 11 years. The Auxiliary began joining in five years ago.

This year, there were 130 jumpers, in all. The event raised over \$155,000, bringing its total to more than \$1.2 million since the first jump, back in 1986.

The 2008 Festival is scheduled for January 18-20. 🌀

# Coast Guard Mutual Assistance ... Helping Each Other

Coast Guard Mutual Assistance (CGMA) is dedicated to providing essential financial aid to those in need throughout the Coast Guard community. It promotes financial stability and general well-being and provides a much needed financial safety net for Coast Guard families. Last year, CGMA provided over \$5.8 million in financial assistance in over 6,500 cases throughout the Coast Guard. Over \$12,500 of that assistance was provided to Auxiliary members.

CGMA exists because Coast Guard men and women desire to give substance to their compassion for fellow shipmates and coworkers who are facing financial hardship. As Admiral Allen put it recently, "Helping each other is what we are about. It is the essential character of the Coast Guard.... Just as we are maritime guardians, we are each other's guardians."


Once again this spring, CGMA is launching an awareness and fundraising campaign. As an independent, non-profit, charitable organization, CGMA receives no appropriated or non-appropriated government funds. It is sustained by voluntary contributions






from people like you.

As part of the campaign, appeal letters and response envelopes are being sent to each Flotilla Commander for distribution within their units. Please consider a generous contribution to support fellow Auxiliarists and others in the Coast Guard community in their time of need.

Contributions, including memorial contributions, bequests and other special contributions from individuals or estates, are welcome at any time throughout the year. Information and contribution forms are available on the CGMA web site: [www.cgmahq.org/](http://www.cgmahq.org/). All contributions to CGMA are tax-deductible.

Information and contribution forms are available on the CGMA web site, or you may use the attached form. Send it, with your gift, to: Coast Guard Mutual Assistance, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203-1804. Make your check or money order payable to CGMA.

Thank you in advance for your generosity. Please visit the CGMA web site or call CGMA Headquarters at 1 (800) 881-2462 if you have any additional questions. 

 <h2>CGMA 2007 Contribution Form</h2>		Flotilla Number																						
<p>YES! I'd like to contribute to Coast Guard Mutual Assistance. My check for \$_____ is enclosed. (Make check payable to CGMA)</p> <p>Please mail your contribution to the following address:</p> <p>Coast Guard Mutual Assistance 4200 Wilson Blvd Suite 610 Arlington, VA 22203</p> <p>I prefer to contribute by Credit Card</p>		Print Name																						
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# AuxAir and Active-Duty Units Rescue Wayward Windsurfer

By John Tysse  
SO-PA 10 D7

On a crystal-clear day late last October, Auxiliary pilot Al Nixon, Flotilla 24, and crew member Harold Haynes, FSO-PB 24, both D7, were flying a coastal patrol near Tybee Island, Ga., on board AuxAir Operational Facility 1571W.

The patrol plan called for departure from Gainesville, Ga., to the Savannah Ship Channel, and then to Gray's Reef, with a return to Jacksonville, Fla.

Northwest winds were 25 knots and offshore seas were running eight feet.

By 1600, Nixon, Flotilla 24, and Haynes were headed back toward Jacksonville when they heard a general call on channel 16 from Station Tybee Island, requesting assistance for a windsurfer being blown offshore near Tybee Island.

Nixon and Haynes immediately called the Station to offer their assistance. At the same time, they turned their aircraft back toward the search area.

After obtaining Station Tybee's best estimate of the windsurfer's probable location, the Auxiliarists began a search pattern at an altitude of 500 feet.

At the same time, Lieutenant Steve Foran and his crew in USCG Helicopter 6575, out of Air Station Savannah, and two boats from Station Tybee were also on their way to the scene.

Soon after starting their search pattern, Auxiliarists Nixon and Haynes spotted the windsurfer and his sail in the water, and reported a visual contact. The Coast Guard helo asked them for vectors to the target. They were promptly given.

About a minute later, the helo reported



At the Gainesville, Ga., airport, AuxAir members Harold Haynes (left), FSO-PB 24, and pilot Al Nixon, Flotilla 24 (Lake Lanier, Ga.), both D7, prepare for their patrol mission on OPFAC 1571W in the vicinity of Tybee Island, Ga.

visual sighting. It remained on-scene until one of the Station Tybee surface assets arrived and successfully pulled the windsurfer from the water.

When LT Foran debriefed the Auxiliary crew the next day, he told them that when they arrived, the windsurfer was not wearing a Personal Flotation Device and was being washed off the board with each wave.

Clearly, the windsurfer had been in big trouble.

LT Foran thanked the AuxAir personnel for their assistance and told them that the teamwork between the Auxiliary and active-duty aircrews had

gone very smoothly.

Commander Anthony Vogt, Commanding Officer, Air Station Savannah, added, "This incident shows the value of our AuxAir in providing search-and-rescue support. AuxAir 1571W made the mission easy for our aircrew by directing them on-scene. Kudos to the AuxAir, Coast Guard, and Station Tybee crews for saving this wayward windsurfer!"

Ron Goldenberg, RCO 7(N) said, "This is the kind of incident we frequently train for with the crews from Air Station Savannah. We are proud to have played a part in this rescue." 🇺🇸

# A New York Flotilla 'Goes Hollywood' to Promote a New Movie

By **Daniel McGlynn**

FC 10-4 D1SR

and

**John Varas**

FSO-PE 10-4 D1SR

Hollywood is a long way from Grassy Point, N.Y., but when opportunity came knocking in the form of a big-time motion picture about the U.S. Coast Guard, Flotilla 10-4 D1SR decided to do a little Hollywood-style horn-blowing of its own.

The movie, "The Guardian," starring Kevin Costner, focuses on the Coast Guard's helicopter rescue-swimmers.

An e-mail from the USCG Office of Public Affairs got the ball rolling, and flotilla members asked themselves: Why not use the movie as a platform to promote the Auxiliary, active-duty Coast Guard, and the Coast Guard Reserve?

FL 10-4 decided to set up a booth at the Palisades Mall in West Nyack, N.Y. just outside the entrance to a Loews Movie Theater. The idea was to not only promote Coast Guard programs, but also the Auxiliary (and FL 10-4's) boating-safety classes.

The idea was simple enough, but then came the issue of how to do it.

The flotilla first had to get mall and theater management to approve placement of a booth near enough to the theater entrance to be seen by movie-goers. Following some negotiation, approval was granted.

The first hoped-for booth location was rejected because it would block the view of the entrance, but a compromise was soon reached on a site just to the side of the entryway.

Then the flotilla had to dust off—and repair—a collapsible booth that had not been used for a long time.

"It had been given to us by someone long before my time," Daniel McGlynn, FC 10-4, said. "It kind of had fallen apart and we didn't know how to put it back together. We went on the Internet, found the manufacturer, then talked to one of their technical people, who told us how to put it together and fix what was broken."

Over the course of three days, FL 10-4 members and a volunteer from another flotilla talked with mall visitors, handed out brochures, and generally raised public awareness of the Coast Guard and the Auxiliary.



Daniel McGlynn, FC 10-4 D1SR

Manning their booth for screenings of 'The Guardian' at The Palisades Mall in West Nyack, N.Y., are, from the left: Tom O'Connor, VFC 10-4; Barbie Mason, FSO-PS; and, John Varas, FSO-PE, all D1SR.

Oh, and the movie, too.

During the PA event, flotilla members spoke with more than 100 mall visitors. As a result, at least 14 people indicated an interest in joining the Auxiliary. A list of other flotillas in the region was on hand to use for referrals, as well.

There were a few individuals who stopped by the booth to express an interest in joining the active-duty Coast Guard. Their names were passed along to USCG recruiters. One Coastie confided after viewing the film that she was going to re-enlist.

Reviewing the results of the public affairs project at the mall, McGlynn realized that there was yet one more benefit that had been gained by FL 10-4.

"It has created a lot of enthusiasm in the flotilla," he said. "It gave us confidence that we could do a public outreach event such as this. There is a sportsman's show coming up later this year involving water sports. We have now decided that we will put up our booth there." 🚢



# A Flotilla is Born in North Carolina

Story & Photos by Steven N. Lewis \*  
PFC 16-7 D5SR

Sept. 22, 2006, was a glorious day on the Outer Banks of North Carolina.

The weather was perfect; sunny, breezy, in the mid 70s. Excitement filled the air throughout USCG Station Hatteras Inlet because something quite special was about to happen:

A three-year project was to culminate, at last, with the Stand Up Ceremony of our district's newest unit – Flotilla 16-4.

This is not just a story about a spin-off group forming their own flotilla. Instead, it is a tale of individuals who had no experience with Coast Guard or Auxiliary procedures. Also, no qualified crew, no qualified instructors, and no qualified vessel examiners.

In short, they started from scratch. But, they succeeded.

The Outer Banks Flotilla 16-7 (Kill Devil Hills, N.C.) began, as early as 1997, to respond to requests from Station Hatteras Inlet and Group Cape Hatteras to provide Auxiliary Operational Facilities.

The OPFACs were needed to supplement USCG assets and provide platforms for active-duty personnel to practice boardings, search and rescue, law enforcement, and ready-for-operations exercises, using real-world recreational vessels.

Some time ago, Group Cape Hatteras realized the benefit that Auxiliary support could provide in the southern branches of the Outer Banks, and it encouraged the establishment of a flotilla in the Cape Hatteras area.

The idea struck a chord with Flotilla 16-7. The unit was facing increasing demands in its support of USCG Station Oregon Inlet and the expanding program with Air Station Elizabeth City.

It soon became clear that, because of the distances involved, Flotilla 16-7 could



Members of North Carolina's newly-minted Flotilla 16-4 stand proudly on the deck of a 47-foot Coast Guard vessel tied up at USCG Station Hatteras Inlet.

not be a dependable supplier of services to the Hatteras area on a routine basis.

In 2003, the flotilla's Past Commanders' Committee accepted the challenge to work with the communities and the Coast Guard to create an Auxiliary unit in the southern Outer Banks.

Tom Davidson, IPFC 16-7, took the reins of leadership. The arrival of Master Chief Fred Bowman – a true CGAUX advocate – as Officer in Charge of Station Hatteras Inlet, coupled with Davidson's organizational skills and strong support from Group, assured success for the effort.

Davidson's strategy was to build community awareness of the Auxiliary through increased presence and activity in the area. Members sought out local leaders willing to help and others who were willing to serve as the nucleus of a

nascent flotilla.

Public meetings were held and speakers were provided to local clubs and organizations. The BS&S course was conducted at Hatteras High School. 'Coastie' presented boating-safety sessions in the elementary school and took part in community events. The media responded in a very positive way.

A core group of seven local men and women stepped forward and became the Cape Hatteras Detachment of Flotilla 16-7. By last year, membership had risen to 18.

Their unit now has six vessel examiners, nine instructors, three crew members (with nine more in training), and two Operational Facilities.

The unit was given space at the Hatteras Boat Station, and members have developed an excellent working relationship with active-duty personnel. Dan Burroughs and Travis Cullifer were elected Flotilla Commander and Vice Commander, respectively.

Meanwhile, Davidson, Dennis Burns, Hershel Read, SO-PE 16; and, Jim Fordham, DCP-16, were each awarded the Coast Guard Commendation Medal of Merit for their work in helping to establish Flotilla 16-4.

The district's newest flotilla is excited about the future. A membership of 25 is anticipated by the end of this year, assuring a strong Auxiliary presence in the Outer Banks. 🚤



Captain William D. Lee, Commander, USCG Sector North Carolina, welcomes his AOR's newest Auxiliary unit – Flotilla 16-4 D5SR – during Stand Up Ceremony at Station Hatteras Inlet.

*\* The author passed away last fall. His wife, Dee Lewis, Flotilla 16-7 D5SR, forwarded the article for publication.*

# Flotillas Win BoatUS Grants

The BoatUS Foundation for Boating Safety & Clean Water has awarded nearly \$50,000 in grants to 23 nonprofit groups – including eight Auxiliary flotillas – to spread the message about safe boating practices.

A record 148 applications were received for the 2007 Boating Safety Grant cycle.

Projects ranged from life jacket exchange programs and the building of a “tugboat” for educational purposes, to a flying blimp adorned with boating safety messages, and development of radio and TV public service announcements, advertising campaigns, and billboard signage.

Since 1988, the Foundation has awarded over \$750,000 in boating safety grants to fund projects that promote responsible boating at the local level. Funds are derived from voluntary contri-

butions of the 670,000 members of Boat Owners Association of The United States (BoatUS).

All 23 grantees also will be eligible for an additional honor – the Leadership in Boating Safety Outreach Award. The award, which includes a \$500 prize, will be given to the organization that completes the most innovative, resourceful and effective grant project.

Auxiliary grant recipients are:

**Alaska:** Flotilla 21 D17 (Homer), for the purchase of safe boating kits and life jackets to be distributed to local boaters.

**California:** Flotilla 10-6 D11NR (Visalia), for the purchase and installation of three outdoor bulletin boards that will provide boating safety information.

**Florida:** Flotilla 91 D7 (Cape Coral), to install an information kiosk at the Punta Rassa Boat Ramp.

**Louisiana:** Flotilla 66 D8CR (Sulphur), to purchase markers and beacons that will be placed to indicate the location of debris fields resulting from Hurricane Rita; and to produce maps, pamphlets and public service announcements to raise public awareness about these navigational hazards.

**New York:** Flotilla 22 D9ER (Ithaca), to produce 18, five-minute radio programs on various boating safety topics.

**Virginia:** Flotilla 87 D5SR (Louisa), to produce an interactive and downloadable map of Lake Anna.

Flotilla 62 D5SR (Deltaville), to establish a life jacket exchange program at local events

**Wisconsin:** Flotilla 48 D9WR (Washington Island), to purchase two radio-controlled boats to be used to promote life jacket use among children 🚤

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## Aquarium + Auxiliary = Safety

When a Scout Boats 280 Abaco was donated by the vessel's Summerville, S.C. manufacturer to the South Carolina Aquarium, the Charleston facility went straight to Flotilla 12-6 D7 to request that they teach the CGAUX 'America's Boating Course' to its staffers. George Gammon, FSO-PE 12-6, working with Arnold Postell, the aquarium's senior biologist/dive safety officer, quickly set up the two-day class for over a dozen aquarium personnel, a few of whom then tried out their new Scout 280 in Charleston Harbor, near the new Cooper River Bridge (right).



Photo: Rick Leary, FSO-PA 12-6 D7

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### Continued from Page 7

Romero, FC-67 (then the SO-OP 6), secured our orders.

Smith focused on firming up additional logistics. He contacted Alion for all coordinates and tracks to be covered and cross-referenced them against New York Harbor security zones.

After making proper notifications to Sector and securing appropriate authorization for all locations, the coordinates were pre-programmed into the OPFAC's navigation system, a step that would prove to be a time-saver once the mission

got underway.

In performing the mission, *Launch 5* traveled some 200 nm, logged 51 hours on each of her main engines and generator, and 252 man-hours were devoted each mission day to travel preparation and mission time. Pre-mission coordination and launch prep accounted for about 24 man-hours.

Overall, this mission can be declared a success on several fronts.

Aspects of planning and logistics, crew response, technical planning and helm training were highly rated during our mission debrief.

All the underway time provided a great opportunity to cross-train crewmembers in various activities. Even those who were unable to attend pitched in, such as Cliff Forrest, SO-AN 6, and Mike Murphy, who provided on-call engineering support.

However, the final word on the success of this mission came from CAPT Hartnett, who wrote to us: “Our team had a *very* successful trip, thanks to your efforts and those of your New York team. Lots of great data that will help us tell the story on what can and cannot be accomplished in New York. Sincerest thanks for your efforts to make this happen.” 🚤





## Kung Yee Fat Choy!

It was, indeed, a Happy (Chinese) New Year for lucky Coast Guard Station Kauai (Hawaii) and USCGC *Kittiwake* personnel when the appropriately-garbed venerable Auxiliarist Jim Jung, IPRCO-OS D14 (third from left), arrived with tasty morsels to celebrate the Year of the Pig. In the

Station galley, ready to dig into the Chow Mein, Kalua Pig, Char Siu, Chicken Lup Cheong and rice and, of course, Fortune Cookies, are, from the left: BM3 Joshua Webber and BM3 Juan Perez, STA Kauai; Jung; Bob 'Dock' Overlock, Flotilla 3-15 D14; DC3 Zachary Raforth, BMCS Kai Christensen, OIC, and BM1 Ashley Labarr, all STA Kauai; and, LTJG Kristen Nihill, Commanding Officer, CGC *Kittiwake*. At her feet is Annie, Senior Chief's Black Lab and Station mascot.



Photo:  
BM3 Eric Flannelly,  
USCG Station Kauai



Nearly 500 children were 'nabbed' in a major Labor Day weekend sweep of Beaver Lake, Ark., by the 'good-guys' of Flotilla 56 D8WR. An APB issued by the Beaver Lake Flotilla said the 'captured' kids were charged with 'blatantly wearing their life jackets!' Duly upbraided for such behavior, each youthful 'offender' was handed an unusual 'citation' in the form of a special tee-shirt emblazoned with a 'confession' that states: 'I got caught wearing my life jacket by the Beaver Lake Coast Guard Auxiliary.' The tees given away for the promotion were purchased by FL-56 with a grant from Boat/US.

The U.S. Coast Guard Pipe Band, which embraces active-duty, retired, Reserve and Auxiliary members nationwide, forms for the Massed Bands at the Northeast Florida Highland Games and Festival. Pipers are, from the left: CDR Andrew Anderson (USCG, Ret.); CW03 Michael Henry (USCG, Ret.); Michael Loudermilk, Flotilla 74 D7; Jim Mulligan, FL-74 D7; Betty and Steve Rogers, FL-36 D7; Chet Strait, FL-57 D5SR; Rob Terlisner, USCG (Ret.); and, AMS1 Don Titus, USNR (USCG, Ret.).



Photo: Laura Farmer, FL 14-2 D7



Photo: Larry Mattivi, VFC 15-6 D5SR

USCG Sector Baltimore recently awarded the Coast Guard Meritorious Team Commendation to 44 members of Auxiliary Division 15 D5SR for 'exceptionally meritorious service...while planning, coordinating, and executing the multiple events' during the quadrennial running of the Volvo Ocean Race to Chesapeake Bay and the Port of Baltimore.' Among Flotilla Commanders accepting the award are, from the left: Fred Camp, FC 15-4; Ray Feller, FC 15-5; Caryl Weiss, FC 15-2; and, Roy Van Luvanee, FSO-PS 15-1, standing-in for Rick Kennedy, FC, who was unable to attend. Reading the award citation at the podium behind them is Captain Brian Kelly, Commander, USCG Sector Baltimore. Seated at the dais (far left) is Chief Warrant Officer David Lukasik, USCG, Operations Training Officer-D5SR.

# NYC Veteran's Day Parade



Photo: USCG Sector New York PA Detachment

Members of the U.S. Coast Guard Auxiliary's First District-Southern Region proudly parade past the New York Public Library as they march up New York City's Fifth Avenue to celebrate Veteran's Day. Leading the CGAUX contingent is Commodore Tom Venezio, DCO (immediately behind the Color Guard). Behind him are, from the left, Herman Tietjen, RCO; Gail Venezio, PRCO; and Steve Ackerman, VCO.

## **Coast Guard Auxiliary Association, Inc.**

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# Navigator