

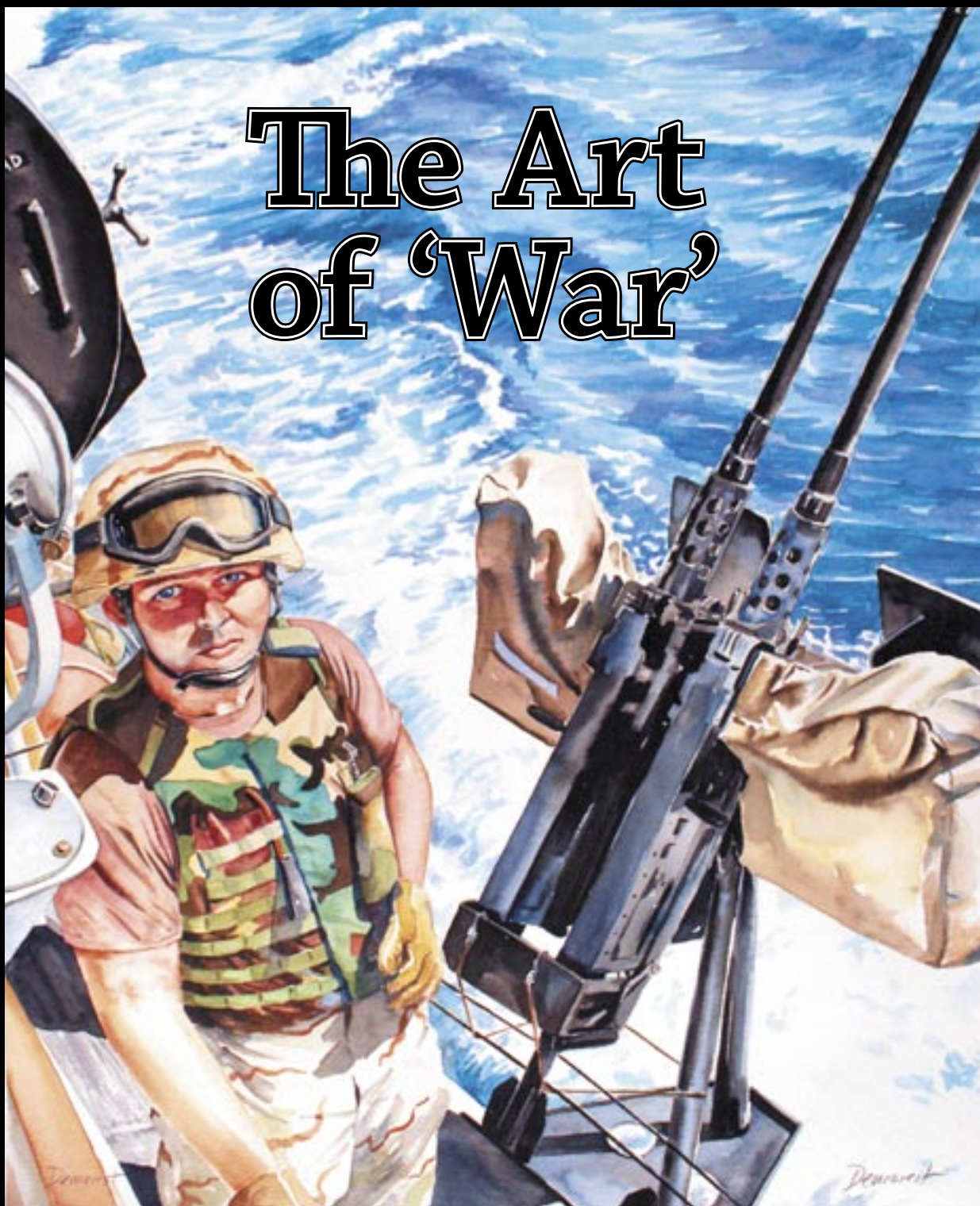
Navigator

SUMMER 2007 VOL. 34, NO. 2



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

The Art of 'War'





Navigator Contents

SUMMER 2007 VOL. 34, NO. 2

Auxiliary Artist in the Gulf

7



18

1-Million See TV Promotion for Life Vests

NACON Preview

28



Hitting the Beach

20



General Quarters

26

North to Alaska

32



- 6 NACO Report
- 10 Commandant Speaks
- 12 Leviathan Mission
- 14 School Notes
- 16 Mission in N.J.
- 22 An OPFAC is Born
- 24 Canine Caper
- 25 Navaid Sets Sail
- 31 Triple Play
- 34 Students Learn Sailing
- 35 Safety Signs
- 36 Off-beat Facility
- 38 NSBW Activities

ON THE COVER

Manning the 50, an original watercolor painting by Chris Demarest, Flotilla 26 D1NR, depicts a combat-ready gunner's mate at his .50 cal. machine gun position on the USCG Patrol Ship (WPB) *Maui*, cruising Northern Arabian Gulf waters. This is one of eight watercolors by the New Hampshire Auxiliarist that were accepted into the Coast Guard Art Collection following his trip to the Middle East to visually depict USCG activities in the area. *Story and additional images are on page 7.*

2007 EDITION DEADLINES

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SEND SUBMISSIONS TO:
Joel A. Glass, BC-ANN
P.O. Box 1001
Portland, ME 04104
EditorNavigator@aol.com

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LEFT: The Little OPFAC That Could: 27-foot Coast Guard SAFE Boat 275594 -- dedicated for use by Flotilla 21 D17 -- played a crucial role in Auxiliarists' rescue of 13 people from a sinking fishing boat in Alaska's wind-swept Kachemak Bay.



Photos: McKibben Jackinsky, DSO-PB 17

Craig Forrest, DSO-PV 17 (center), and Lieutenant Ben F. Strickland, Commanding Officer, USCGC *Roanoke Island*, discuss the heroic rescue of 13 passengers and crew from the sinking F/V *Halibut Endeavor*.

Saving Lives in Alaska

13 PLUCKED FROM A SINKING FISHING BOAT

By **McKibben Jackinsky**
DSO-PB 17

The afternoon of April 25, this year, was pretty much a routine Alaska day, as a wind – chilled with reminders of the just-passed winter – pushed the waters of Kachemak Bay into three-foot swells. But the day's tempo soon would change radically – and unexpectedly.

The seventh Coxswain Academy, conducted by Alaska's District 17, was in full swing that day.

On 27-foot Coast Guard SAFE Boat 275594, dedicated for use by Auxiliary Flotilla 21 (Homer), instructor/coxswain Shane Taylor, DCP-3, was training Ray Miller, FSO-CM 31 (Fairbanks), and Rich Liebe, FC-32 (Anchorage).

The crew included Mike Cupit, of the Canadian Coast Guard Auxiliary (Vancouver), who was there as part of an Alaskan/Canadian Coast Guard Auxiliary exchange program.

It was the foursome's second on-the-water day as a team. The afternoon was devoted to towing. The Auxiliarists had completed one evolution and were preparing for another.

Suddenly, a radio distress call transformed Taylor and his crew from instructor and trainees to a rescue team racing to save the lives of 13 people on the 39-foot fishing vessel *Halibut Endeavor*, which was sinking faster than anyone realized.

Taylor recalled, "We heard on our radio that there was a vessel taking on water near Seldovia. I briefed my crew, we plotted a course, and we headed in that direction, making about 40 knots."

It was about 15 miles to Seldovia. The F/V *Halibut Endeavor* reported its position as four miles offshore Seldovia, in more than 200 feet of water.

Water temperature was in the 30s, so Taylor knew it was crucial to reach the vessel before passengers or crew were

forced into the water. He eased up to full throttle and instructed his crew to prepare for dewatering upon arrival on-scene.

Passengers aboard the *Endeavor* and seven other charter fishing boats hired by the Homer Chamber of Commerce had been tagging halibut since early that morning.

A Chamber-sponsored Halibut Derby was to begin six days later. So, volunteer fishermen were spending the day leisurely catching halibut and attaching business-sponsored tags to those they caught, then releasing them back to the bay. Tagged halibut landed during the derby would be redeemable for prizes.

As the afternoon wore on and tagging was completed, the volunteers continued to enjoy the day, fishing for halibut to take home.

A *Halibut Endeavor* passenger said later, "Everyone had caught their halibut [for tagging]. There was about six inches

of water in the stern, so I went up to the [bow] to fish. I started to get a little concerned when the water wasn't draining like it should."

Her husband said that, at first, passengers thought the water was due to swells splashing over the railing. "Most of us just took it as the water being rougher than what we thought it was," said another passenger.

A man who was at the stern helping to clean the day's catch, said, "There was actually quite a bit of water on the back of the boat. We thought it was halibut plugging the scuppers."

Attempts at draining failed. As water mysteriously filled the stern, the *Endeavor's* master, Capt. Weldon Chivers, directed passengers to the bow to help maintain the vessel's balance.

With the water increasing, the master broadcast that his vessel was taking on water and needed assistance, a transmission received at Communications Station (COMMSTA) Kodiak. Chivers then directed passengers to don Personal Flotation Devices. A passenger remembered thinking, "This is interesting. This is not the way this trip is supposed to end."

Recognizing the serious situation, a passenger used his cell phone to reach family, while another called the Homer Police Department. The dispatcher contacted USCG Command Center in Juneau, which transmitted a Marine Assistance Request Broadcast.

That led the SAFE Boat to spring into action, putting the crew's training to the test.



Shane Taylor
DCP-3 D17

Taylor, the instructor, said, "It took us about 20 minutes to arrive on-scene. The [*Halibut Endeavor*] stern was under water. She was still making way, at about eight knots, toward Seldovia. Eleven people were on the bow – all wearing life jackets."

Observing her list to port, Taylor decided to evacuate the passengers and crew, rather than attempting to dewater the vessel.

A passenger praised the coxswain's decisiveness and the action it stirred:

"He recognized pretty clearly what was going to occur, made positive contact with the port side of the boat and then, in a very positive way, thundered, 'Everybody on board [the SAFE Boat] now.' He didn't scream it more than a couple of times, but



Photo: McKibben Jackinsky, DSO-PB 17

The crew of Auxiliary-operated SAFE Boat 275594, which rescued 13 souls at sea, relaxes at Homer Harbor. From the left: Ray Miller, FSO-CM 31 (Fairbanks); coxswain Shane Taylor, DCP-3 (Anchorage); Mike Cupit, Canadian Coast Guard Auxiliary (Vancouver); and, Rich Liebe, FC-32 (Anchorage). Miller, Cupit and Liebe were training at the District 17 Coxswain Academy when the urgent call-for-help came.

everybody was prepared to go."

Reducing speed to match the *Endeavor's*, Taylor eased his boat's starboard side along the fishing boat's port side. He directed Miller and Cupit to the bow to help transfer the people on board, and Liebe was positioned astern to assess the situation.

Taylor kept one hand on the *Endeavor's* side to sense any shift in position. As the last person came aboard, the fishing boat did precisely what Taylor had anticipated: "It started to make a funny roll toward us," he said. "I pulled away and slowed to a stop."

The charter boat again shifted position, rolling onto its starboard side. The master and mate were on the port side. Taylor immediately pulled back alongside.

"We grabbed the mate first," Taylor said. "He had a pant leg or hip-wader stuck on something. I said, 'Just grab him and get him on board.' Afterward, the master was assisted on board." Taylor then lost no time pulling away from the doomed vessel.

Less than two minutes after all were on board the SAFE Boat, *Halibut Endeavor* slipped beneath the surface of Kachemak Bay and disappeared from sight. "It was almost like she waited for us," Cupit said.

Two Good Samaritan vessels also had responded to the call for help. Capt. Rex Murphy of the F/V *Winter King*, said, "The Auxiliary rescue boat got there about a minute before I did. They did a marvelous job of getting all the passengers off."

The 110-foot USCGC *Roanoke Island* arrived from Homer at about the same time.

Lieutenant Benjamin F. Strickland, the Commanding Officer, deployed a crew to transfer *Halibut Endeavor* passengers and crew from the SAFE Boat to his Cutter for transport back to Homer.

There, Homer Volunteer Fire Department members determined that while cold, wet and shaken, all 13 survivors were uninjured.

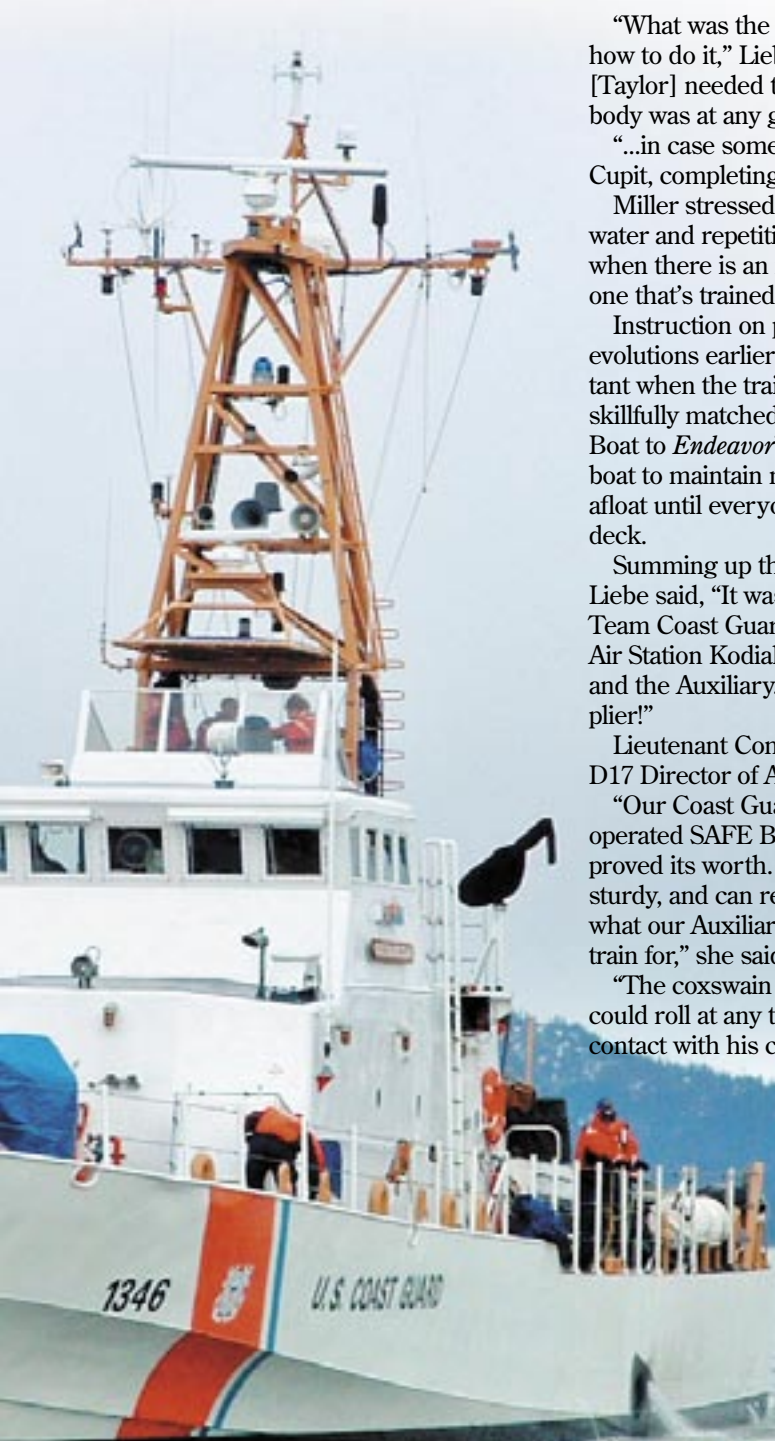
The day was not over for the Auxiliary team, however. The crew received orders to investigate a flare sighting. That was quickly followed by a third mission – retrieving the *Halibut Endeavor's* 25-person life raft, which had inflated after the vessel sank.

Asked which skills proved most-important that day, the crew said that clear communication and team coordination topped the list.



Photo: U.S. Coast Guard

F/V *Winter King* stands by during transfer of survivors from Flotilla 21 D17-operated USCG SAFE Boat 275594 (left) to an inflatable from USCGC *Roanoke Island* after the F/V *Halibut Endeavor* sank in the icy waters of Alaska's Kachemack Bay.



"What was the intent, what to do and how to do it," Liebe responded. "Shane [Taylor] needed to know where everybody was at any given time..."

"...in case someone fell overboard," said Cupit, completing Liebe's answer.

Miller stressed the importance of on-water and repetitive training, "so that when there is an incident, the response is one that's trained."

Instruction on pacing during towing evolutions earlier that day became important when the trainees saw how Taylor skillfully matched the speed of the SAFE Boat to *Endeavor's*, allowing the charter boat to maintain momentum and remain afloat until everyone was safely off the deck.

Summing up the life-saving exploit, Liebe said, "It was a perfect example of Team Coast Guard. There was the Cutter, Air Station Kodiak, the Command Center, and the Auxiliary. We are a force-multiplier!"

Lieutenant Commander Sue Albright, D17 Director of Auxiliary, agreed.

"Our Coast Guard owned, Auxiliary-operated SAFE Boat program once again proved its worth. [They] are reliable and sturdy, and can respond quickly. This is what our Auxiliary SAFE Boat operators train for," she said.

"The coxswain understood that the boat could roll at any time. He kept in constant contact with his crew and with the charter

vessel's master. This crew safely rescued 13 people, just in the nick of time. I am extremely proud of this crew's professionalism."

In the days following, boating safety was a frequent conversation topic in Homer, a 5,000-resident seaside community.

Lori Evans, editor of the *Homer News*, wrote in an editorial: "The *Halibut Endeavor's* story should inspire every boater to ask: Would I be so fortunate, if something like this were to happen on my boat? Am I as prepared as I should be?"

Her newspaper also published information about Auxiliary Vessel Safety Checks.

It also quoted the *Endeavor* master, who extended praise to the Auxiliary, insisting that it "did a fantastic job and [was] very professional."

The fishing boat's 11 passengers subsequently wrote to the newspaper, stating jointly that, "They say a bad day of fishing is better than a good day at work. We would like to express our extreme gratitude to Homer's Coast Guard Auxiliary and the crew of [CGC] *Roanoke Island* for keeping our bad day of fishing...from becoming a very, very bad day.

"This rescue underscores the importance of the partnerships our community has with the highly trained individuals of the Auxiliary, the active-duty Coast Guard, and the private mariners of Kachemak Bay." 🚢

USCGC *Roanoke Island* arrives back home at Homer Harbor with the 13 passengers and crew rescued from the sinking F/V *Halibut Endeavor* by three U.S. and one Canadian Auxiliaries on board a USCG SAFE Boat.

Photo: McKibben Jackinsky, DSO-PB 17



COMMODORE

**STEVEN
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ON THE WEB

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

Members Working Hard Serving Boaters

Welcome, and congratulations on a great start to 2007. Your focus on the 3-R's – Recruiting, Retention and Responsibility – is starting to show signs of success.

Enrollment of new members is up 28 percent over this time last year, and your continued work is appreciated as we strive to replace those lost from our ranks.

Vessel safety checks are up 31.7 percent, and our multi-lesson public education classes are up over 15 percent.

It is evident that everyone is working hard and, I hope, experiencing the satisfaction and fulfillment of serving our fellow boaters.

When I took on the job as National Commodore, I tasked your national Training Department with a tall order: Overhaul many of our member training programs and update, improve and expand the training opportunities for our membership.

There has been great progress made. You can read all about it in my quarterly report, to be posted shortly, on the NACO webpage: www.auxnaco.org.

We continue to work to improve the Personal Security Investigation (PSI) process for our new members. Unfortunately, it is not our process, so the impact we can make is limited.

The government security center is working hard to process our members' files as quickly as it can. The process is just that – a process – and it can take up to six months to complete.

Much of the delay can be attributed to missing, or incorrect, information on the forms submitted by Auxiliarists, so extra care and double-checking can go a long way toward speeding things up.

Many of you are aware of the annual International Search and Rescue Competition. The ISAR has been a demonstration of the search and rescue (SAR) skills of our elite boat crews, exhibited via an annual competition against the elite SAR crews of the Canadian Coast Guard Auxiliary.

This competition has alternated each year between a U.S. city and a Canadian city. For 2007, the ISAR competition is scheduled to take place this September, in Toronto, Canada.

Regrettably, the 2007 competition will be the last competition against the Canadian teams. The high cost of holding the competition has led to a joint decision by the U.S. and Canadian Auxiliaries to end this long-standing event.

Beginning in 2008, we will hold the first National Search and Rescue Competition (NSAR), at which top Auxiliary SAR crews from around the country will compete for the National Championship.

The NSAR will be the ultimate test of skills and a true demonstration of the best-of-the-best in search and rescue in our Auxiliary. Watch for more details in the coming months, and see if the boat crews in your district have what it takes to be a National Champion. 🚤

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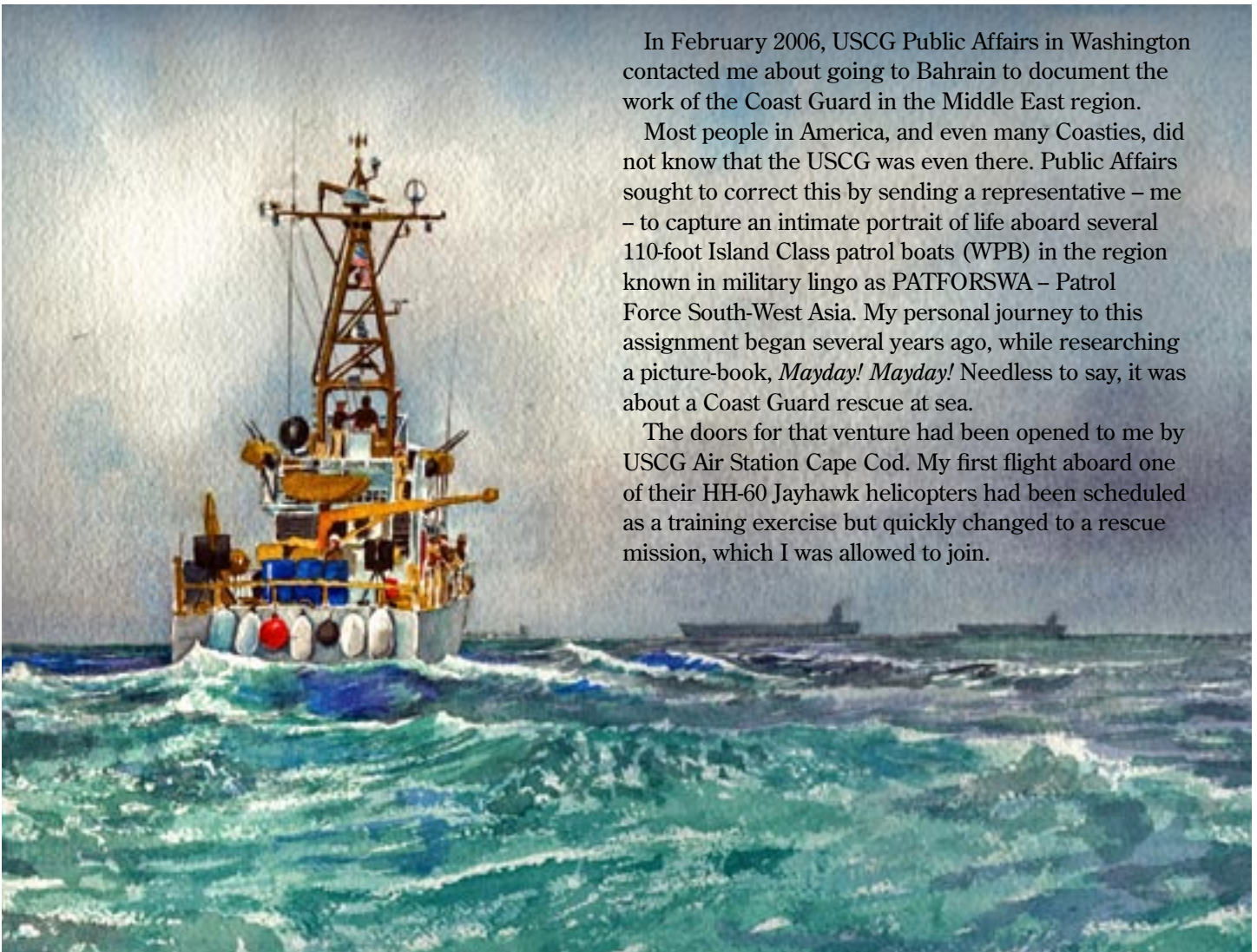
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A N.H. Artist Visits Northern Arabian Gulf

AUXILIARIST PAINTS
COAST GUARD AT WORK
IN DANGEROUS WATERS
OFF IRAQI COASTLINE

Editor's Note: This article was written by a New Hampshire Auxiliarist, artist and author whose work has been accepted into the prestigious USCG Art Collection. Here, he sketches a very personal, stream-of-consciousness account of his recent assignment to paint Coast Guard men and women at work in the Arabian Gulf.

BY CHRIS DEMAREST
Flotilla 26 D1NR



In February 2006, USCG Public Affairs in Washington contacted me about going to Bahrain to document the work of the Coast Guard in the Middle East region.

Most people in America, and even many Coasties, did not know that the USCG was even there. Public Affairs sought to correct this by sending a representative – me – to capture an intimate portrait of life aboard several 110-foot Island Class patrol boats (WPB) in the region known in military lingo as PATFORSWA – Patrol Force South-West Asia. My personal journey to this assignment began several years ago, while researching a picture-book, *Mayday! Mayday!* Needless to say, it was about a Coast Guard rescue at sea.

The doors for that venture had been opened to me by USCG Air Station Cape Cod. My first flight aboard one of their HH-60 Jayhawk helicopters had been scheduled as a training exercise but quickly changed to a rescue mission, which I was allowed to join.

One of Auxiliarist Chris Demarest's watercolors from the Northern Arabian Gulf depicts Coast Guard patrol boat USCGC *Maui* headed toward Al Basra Oil Terminal (ABOT), about 20 miles off the Iraqi coast. Tankers awaiting clearance to the facility's Oil Platform are seen on the horizon.



Photo: BM1 Bret Miller, WPB Monomoy

ABOVE: Auxiliarist/artist Chris Demarest, Flotilla 26 D1NR, takes a break while on board the USCG patrol vessel (WPB) *Monomoy* near the Al Basra Oil Terminal, some 20 miles off the coast of Iraq.

LEFT: Watercolor by Chris Demarest, Flotilla 26 D1NR, depicts a Coast Guardsman from WPB *Aquidneck* descending the Jacob's ladder of a containership, one mile from Iraq's Al Basra Oil Terminal

For the ensuing year, my contact with CGAS Cape Cod continued because gaps in the story needed to be filled.

During this time, two decisions changed my life: One was discovering the Coast Guard Artist Program (COGAP); the other was deciding to join the Auxiliary.

Art, professionally, had been my career for 25 years, most of it as a published author. What COGAP provided was the opportunity to branch out and paint images that really mattered to me.

As an official Coast Guard Artist, I have always gravitated toward documenting people, not the craft that transport them. I want to show individuals at work, bringing the personal side of the Coast Guard to the attention of the public.

It was for this reason that I was chosen to be sent abroad. "That, and because we knew you wouldn't complain about the harsh conditions," Mary Ann Bader, the USCG Arts Coordinator, told me later.

So, in May 2006, I was off to the Middle East for roughly two weeks of embedded coverage. I made the conscious decision to also go as an Auxiliarist, in order to lend more credibility to my presence there.

On board some of the patrol boats, I joked with the crew about their reaction to an artist spending time with them, cramping their already confined space even more. They admitted to having misgivings about my presence, but when I

arrived in uniform and offered to pitch in any way possible, my actions did not go unrecognized.

"Hey look – an AUX," was the common refrain as the Coasties read my name tag.

This must be a first, having one of you people over here, was uttered more than a few times.

From what I had been told, it *was* a first.

The other comment directed to me on each of the four patrol boats I visited was: "Tell our story." That has also become my mission, in both painting and writing. Flying into Bahrain was like flying into the *Star Wars* desert planet, Tantooine. Though our plane was landing at dusk, the white sands still glowed brilliantly in the waning daylight.

By reading the daily news reports from this region, one expects the incredible heat, with temperatures that top out at 130° by summertime. What one does not expect is the wall of humidity that assaults the body the moment one sets foot on the ground.

In the May daylight, the blinding sun in Bahrain's capital, Manama, bounces off neighboring buildings, requiring sunglasses at all times. By 0800, when I was picked up at my hotel by Lieutenant James Stoffer, the PATFORSWA operations officer, the heat level was already inching toward 100°.

Our first stop was at the U.S. Navy base, home of the Fifth Fleet, where

there was a USCG warehouse cooler stocked with bottles of cold water. *Liquid gold!* I quickly learned that no one goes anywhere without water at the ready.

LT Stoffer gave me a tour of the 110-foot patrol boat *Maui*, which was tied up at the pier for routine maintenance and restocking. It was my first close-up of a patrol boat. It gave me a sense of what was awaiting me in the Northern Arabian Gulf (NAG), where I would be heading the next day.

LT Clayton Beal, the Commanding Officer, bounded up the ladder to introduce himself and welcome me aboard. I would be seeing him again, in about 10 days, for a stint on the *Maui*.

As one who has done a fair amount of sailing on small boats, a 110 ft. ship seems huge. In fact, it's not. Stateside, these boats handle crews of 17, but here, in a war zone, the aft area had been retrofitted to allow for six additional sailors.

I was billeted back in the cramped berth area, with 20 inches of headroom and a little blue privacy curtain. The boat's twin diesel engines, turning out nearly 2,800 hp, sometimes awakened me with a shudder, leading me to equate this experience with what the Space Shuttle astronauts must feel as the booster rockets ignite.

The vibration and noise were incredible. Mary Ann Bader knew what she was talking about. The next morning, I was on a U.S. Navy Desert Hawk helo, head-



Photo: U.S. Coast Guard

Admiral Thad Allen (left), Commandant of the Coast Guard, chats with Chris Demarest, Flotilla 26 D1NR, prior to formal presentation at USCG Headquarters of eight watercolor paintings and a graphite drawing accepted into the Coast Guard Art Collection. The works by the New Hampshire artist/Auxiliarist depict scenes of Coast Guard activity in the Northern Arabian Gulf.

ed north toward the cruiser, *Port Royal*, located some 20 miles south of the Iraqi coast. A few hours later, I was picked up by a crew in a bright orange RHIB (Rigid Hull Inflatable Boat) sent from the Coast Guard patrol boat, *Adak*.

I immediately knew how much respect they had for artists as we flew across the butt-busting three-foot swells, each pounding sending me further down onto the deck. *Just don't fall overboard* was my main thought.

I was not in uniform and, thankfully, not wearing an artist's beret – clearly, what the Coasties had been expecting. The objective of the Coast Guard, along with other Coalition forces, is to protect the oil platforms (OPLATS) belonging to Iraq. They are that country's life-blood, moving over 18,000 gallons of crude oil a second.

Al Basra Oil Terminal (ABOT) is the larger of the two main terminals sitting about 19 miles off the Iraqi coast. Khwar Al Amaya Oil Terminal (KAAOT), which is in shallower water, was the scene of the first U.S. Coast Guard death since the Vietnam War.

It happened on April 24, 2004, when DC3 Nathan Bruckenthal and two U.S. Navy sailors intercepted a *dhow* as that fishing vessel attempted an unauthorized run toward KAAOT. Explosives on the *dhow* were detonated, claiming the lives of all three Americans.

Since then, stepped-up protection and mandatory sweeps of all vessels entering the OPLATS perimeter is a responsibility shared by the multi-national Coalition's forces. My job – my mission! – was to live with the WPB crews and capture what I thought the rest of the Coast Guard, and the world, would like to see and know about life in and around the NAG.

One of the USCG patrol boats, the *Monomoy*, has the unique distinction of

having the only mixed crew. Six young women live and work aboard that vessel, separated only by crew quarters in the forward section, commonly referred to as the "anti-gravitational chamber."

I had the pleasure of spending a night's accommodation in that chamber on another Coast Guard boat.

Thankfully, she was tied-up, although I could feel the effects of desert winds stirring the pro-

protective waters of the harbor. It was easy to imagine ten times worse conditions out on the water as I felt my legs getting hang-time with each drop of the bow. I was given free reign to explore the boats and talk to crew members about their work.

As any Auxiliarist knows, we are not permitted to venture into law enforcement. So, it was interesting for me to see, sitting in the mess area, Beretta pistols and M-4 and M-16 rifles in locked wall-racks.

Speaking with the gunner's mates was also an eye-opener as these sailors explained the power of the various types of deck weaponry on board. I was not allowed to join them on any boardings. But, I do recall feeling tiny and vulnerable, sitting in a RHIB alongside a huge container ship, its massive steel hull rising 100 feet, then bending out of sight toward the bow.

Day after day, I watched the Coasties don black tactical vests, stuff water bottles in their desert-camouflage ("cam-mies") cargo pockets, grab their weapons, and head off under blazingly hot, humid conditions to inspect anything from small fishing *dhow*s to large container ships, making sure nothing was amiss. Some days, they were joined by Australian crews.

Twice, I visited the Kuwaiti Naval Base where the patrol boats took on fuel and supplies, and the crews got to relax for a couple of days. Unfortunately for the gunner's mates, it was time to clean the salt and sand-encrusted guns, a task requiring several hours under the broiling sun.

The Coasties could unwind at Camp

Patriot, devouring free meals, meeting-up with other American forces, and taking advantage of an Internet café to touch base with home. There is no cell phone service in this region.

Signs of the Iraqi invasion are everywhere along the half-mile walk from the pier to the base. Across the harbor, a shell-ravaged tug sits tied to the pier. Road and sidewalks are pock-marked from mortar and grenade explosions.

Reminders of a war zone hit me with almost every step. Add to the fact that the temperature is 10° hotter in the NAG than in Bahrain and it feels like hell-on-earth. Thankfully, the patrol boats are air-conditioned.

What really made this Middle Eastern adventure special for me was having been able to spend three to four days on each Coast Guard boat.

I was able to witness a daily routine that varied widely. Some days were quieter than others, allowing more down-time. Others were non-stop, leaving crewmembers exhausted by day's end. But the time on board allowed me access to their lives and their personal stories.

I laughed when they called me "sir," but I appreciated their openness, despite our age-gap that sometimes spanned 30 years. All of the Coasties had interesting stories.

One day, after hearing talk of dragon flies appearing in the NAG – a story I heard from all the crews – the flies materialized on the *Aquidneck*. Suddenly, everywhere in the now-dead

wind, small translucent insects alighted everywhere.

Lieutenant Jonathan Carter, the vessel's new Commanding Officer, asked me to grab his camera so he could take photos. I took a shot of him covered in the dragonflies, a reminder of the uniqueness of this region.

In April of this year, Admiral Thad Allen, the USCG Commandant, presented me with a Public Service Award and a service coin for my body of work from my Mideast trip – a total of eight pieces of art depicting life in the NAG.

He asked me where I wanted to go next. His suggestion was that I go to the opposite extreme by agreeing to document life on board a Coast Guard ice-breaker.

Clearly, the man has a sense of humor. ☺



Team Coast Guard 'Ready for Anything'

Editor's Note: The following Memorial Day SITREP was sent to The Men and Women of the Coast Guard, but its message is also pertinent for Auxiliarists, especially the seven key points at the end.

In late May, our Commander in Chief told the Coast Guard Academy Class of 2007, "Trust in the power of freedom...show leadership in freedom's defense, and character in all you do. Be ready for anything."

His words underscore the guidance I provided you one year ago today at my change of command. I pledged to the American public that our Coast Guard would strive for mission excellence in all we do.

As I told you then, "We cannot, nor will we, retreat from our commitment to mission execution. Together, we will sustain the high level of performance that Americans have come to expect from their Coast Guard."

In the last twelve months, you have done just that – from the evacuation of hundreds of passengers from the cruise ship *Empress of the North* near Juneau, to the courage of Master Chief Michael Leavitt and BM3 John Duncan in rescuing an individual swept off the jetty in Humboldt Bay, to the selfless acts of Petty Officers John Peters and Michael Damren in saving a woman and her child from a burning building while off duty in Michigan.

I thank you.

Together, we have also done the hard things that are required by those who "guard our coasts."

Faced with the reality that our operational forces are sometimes in a stern chase with available resources, you have managed risk and made those countless day-to-day decisions that ultimately save lives. In the process, we have become more transparent and demonstrated [that] we have the courage of our convictions.

We are accountable for our performance, not only to the nation we serve, but most importantly, to our shipmates and ourselves. You have demonstrated honor, respect and devotion to duty, often in ways you probably did not realize.

Again, I thank you.

However, no one can see the future in a ship's wake ... nor will I steer by it. The demands of the present and the press of

operations do not relieve me, or you, of the responsibility to create our future. We owe it to those who will follow.

During my State of the Coast Guard Address, I told you that we needed to make some important changes. We are making those changes:

- We published the Coast Guard Strategy for Maritime Safety, Security, and Stewardship.
- We completed the reorganization of Headquarters into numbered staffs to align with our DOD partners and unify Coast Guard operating programs.
- In the month of July, we will stand up our new acquisition organization, CG-9, and the command element of the Deployable Operations Group.
- We are prototyping new small boat logistics support systems at Sector Baltimore and Sector San Francisco. These leading efforts are part of our transition to a bi-level system of maintenance for the Service.
- We are changing the course of Deepwater to improve oversight and performance of this vital program. I have reasserted the Coast Guard's position as the customer.

I walked the decks of the National Security Cutter...and met with our people on site. The *Bertholf* is the best "first of



By ADM Thad Allen
Commandant
U.S. Coast Guard



'Our purpose will never change. We are America's lifesavers and guardians.'

class" cutter that has ever been built. We must now demonstrate by performance that this cutter is up to the taskWe will.

- We are also modernizing other critical systems through Rescue 21 and the Nationwide Automated Identification System programs to enhance our capabilities across all our missions.

- Over the next year, we will finalize the structure of our new field and mission support organizations. At the same time, we will assess staffing at Sectors to see if any adjustments are needed as we transition to a mission execution focused organization. In short, we are modernizing our Coast Guard.

We are underway, making way, and this is an "all hands" evolution. As we navigate our course into the future, we need everyone on board.

Whether you are a Reservist deployed in the Arabian Gulf, a civilian at the Finance Center, an Auxiliarist conducting a fishing vessel safety exam in port, or a helo pilot prosecuting a case in the Bering Sea, each of you plays an important role in moving the Coast Guard forward.

Just as the Commanding Officer issues Night Orders to the watch, this is what I need from each of you:

1. *Be flexible.* Modernizing means adjusting to new ways of doing things, and that is not always easy. For the Coast Guard to remain agile, flexible and responsive, you need to be agile, flexible and responsive as well.

2. *Trust in leadership.* We have made great progress in the past year planning how we will modernize the Coast Guard. I committed to being transparent in this process. However, we are not to the level of mapping changes to billets and positions yet. Accordingly, I need you to accept some ambiguity in exchange for this transparency. As we develop the details of this change, I will provide them.

3. *Understand what we are doing.* You need to understand what it is we're doing and how we will improve mission support and mission execution to better serve the Nation. Take a look at CG Central to learn more about where we are going. If you are new or returning to the Coast Guard, ask your supervisors about these initia-

tives and what you can do. The State of the Coast Guard speech and my remarks at the Coast Guard Academy in January are available in video format.

4. *Talk about it.* If you are a Commanding Officer, Officer in Charge, or supervisor, it's your duty to personally educate your folks on their role in this modernization. In addition, talk to your community about the Coast Guard and explain to your partners why this modernization is necessary. We will continue to update CG Central with the most recent materials and information we have to support you in your efforts to engage all of your stakeholders.

5. *Be professional.* Always remember that we serve the American people. As Alexander Hamilton charged, "Keep in mind that your countrymen are free men, and as such, are impatient of everything that bears that least mark of a domineering spirit." The Coast Guard's superb reputation today, just as it was back in 1790, is built upon your competence, professionalism, and a humanitarian spirit. We cannot ever take that for granted.


Security is critically important in today's threat environment, but we have enduring safety and stewardship roles, and a public that expects us to remain competent and responsive.

6. *Stay focused on the mission.* All of our missions are critically important. The technology is changing; the way we support our missions is changing, and we have a new strategy. However, our purpose will never change. We are America's lifesavers and guardians.

7. Most importantly - take care of each other; take care of your family, and take care of yourself.

Thank you for your service. I will continue to seek your support and earn your trust. I will continue to travel and meet with you personally. In this first year, I have met with over 16,000 of our people in every district and in Iraq, China, and Japan.

Whether you are standing the watch or enjoying time with family and friends this Memorial Day, keep in mind those who have gone before us to preserve our freedom and make the Coast Guard what it is today.

Semper Paratus! 

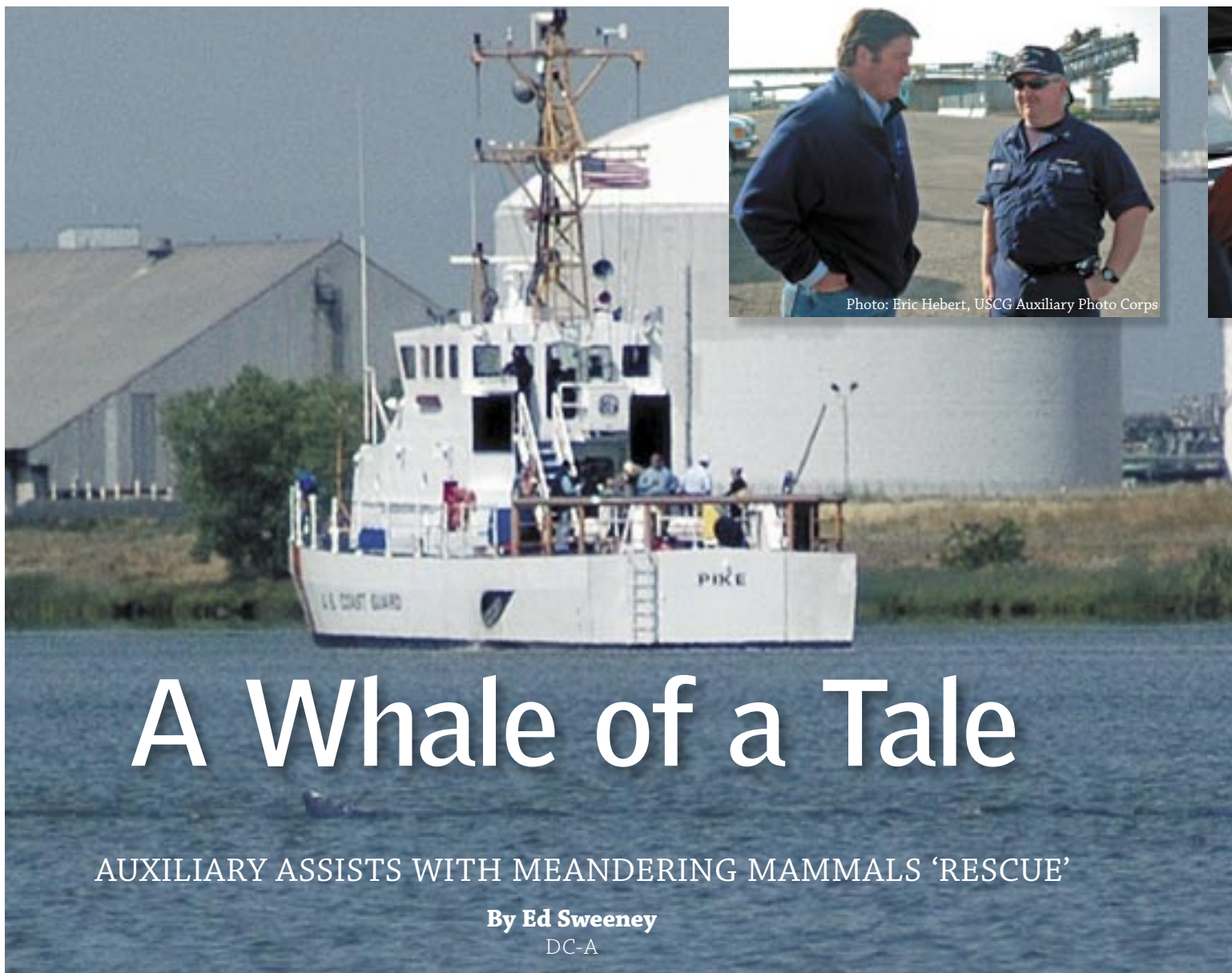


Photo: Eric Hebert, USCG Auxiliary Photo Corps

A Whale of a Tale

AUXILIARY ASSISTS WITH MEANDERING MAMMALS 'RESCUE'

By Ed Sweeney

DC-A

Wayward humpback whales Delta and Dawn make an appearance on the surface in the Port of Sacramento as the 25-foot RBS USCGC Pike from Coast Guard Station Rio Vista sits downstream enforcing the 500-yard moving Safety Zone that embraced and protected the mammals.

The Auxiliary, in May, was once again called upon to participate in a search and rescue effort. But this particular mission, in California's Sacramento-San Joaquin Delta region, was quite different from the usual SAR. That was because two wayward humpback whales, dubbed Delta and Dawn by California Lieutenant Governor John Garamendi, inadvertently had swam up the Sacramento Deep Water Ship Channel, some 80 nautical miles from the Golden Gate Bridge.

More than 80 Auxiliarists from District 11 Northern Region responded to the call, along with active-duty Coasties from Sector San Francisco and several small-boat stations.

The Team Coast Guard participants

hooked up with the National Oceanic & Atmospheric Administration, the California Department of Fish and Game, the state's Office of Emergency Services, and other interested agencies (such as the Marine Mammal Center), to help protect the mother and her calf from the public, and to encourage the wayward pair to head home to the Pacific.

The whales were first spotted in the Rio Vista area on Sunday, May 13, and were observed a couple of days later frolicking in the Port of Sacramento, near a large container ship that was unloading cement. There they remained until Sunday, May 20th, when two large tugs apparently spooked the whales, who then sped off downstream, apparently headed for home.

But the whales actually had something

different in mind.

Auxiliary support for this SAR mission came in many forms, including surface assets that were deployed to help educate boaters about the moving 500-yard Safety Zone established around the whales by the Coast Guard.

The Operational Facilities (OPFAC) were also used as media platforms so that the world could be kept up-to-date on the whereabouts of Delta and Dawn.

Working with Ensign Jon Tschudy, USCG Sector San Francisco AUXLO, Bill Kinsey, RCO-OMS, and Commodore Gail Ramsey, DSO-OP 11NR, helped to coordinate Auxiliary facilities that were needed.

Division 3 Auxiliarists (whose Area of Responsibility includes the Port of



Photo: Ed Kief, SO-PB 3 D11NR



Photo: Eric Hebert, Auxiliary Photo Corps



Photo: Eric Hebert, Auxiliary Photo Corps

Sacramento), assisted by members from Divisions 1, 4, 5, 8, 10, and 12 (several of whom came from over 100 miles away) provided boats, crews and coxswains for the dawn-to-dusk patrols that ensued.

Several members also were utilized in the Unified Command (UC) structure, filling roles that are not normally carried out by Auxiliarists:

- Jerry Bynum, ADSO-MS 11NR, served as the UC safety officer.
- Eric Hebert, of the Auxiliary Photo Corps, not only loaned his photographic talents to the USCG Sector and District public affairs efforts, but also served as Joint Information Center (JIC) officer.
- Bob Davison, ADSO-PS, and Marla Moura, FSO-MS 35, worked in operations, coordinating surface and air assets.
- Bob and Sharon Nichols, Flotilla 35, assisted active-duty personnel at Station Rio Vista with a variety of duties, includ-

ing points-of-contact at the main gate.

- Ed Sweeney, DC-A, worked as a media liaison officer and as one of the JIC spokespersons. He also served as coxswain on OPFACs that shuttled media representatives to and from the "rescue" scene.

Auxiliarists who ever have wondered why we are required to take all those Incident Command System (ICS) courses should just ask those who were involved in this operation whether they proved worthwhile in a real-life situation.

As Bob Davison observed, "I'm getting to see the ICS and National Incident Management System in action. It is great to be a part of the team, and it's exciting to know that all that training really pays off!"

Don Enos, PDCP-3 D11NR, who served as a coxswain several times during the SAR, commented, "I learned a lot

FACING PAGE INSET: California Lieutenant Governor John Garamendi discusses with Ed Sweeney, DC-A, the wayward whales' situation immediately prior to a press conference at the Port of Sacramento.

ABOVE LEFT: Don Enos, PDCP-3 D11NR and coxswain of Auxiliary OPFAC 221045, assists USCGC *Pike* with enforcement of the moving 500-yard Safety Zone.

ABOVE RIGHT: As the wayward whales situation unfolds, Team Coast Guard officials gather to discuss media strategy and messages. From the left: Lieutenant Commander Sean Ryan, Sector San Francisco operations section chief; Enos and Sweeney; and, Lieutenant Amy Marrs, Sector San Francisco public affairs.

about working with various agencies. It was my first opportunity to observe ICS in action. I gained a new respect for the ability of the Auxiliary to come through when it really counts."

On the active-duty side, Ensign Brian Trapp, who served in the UC Operations Section, praised the Auxiliary as "an invaluable asset in this operation," adding that, "They have done everything we asked of them – and more."

Fortunately, the story had a happy ending for both man and beast.

Delta and Dawn finally decided, on Memorial Day, to swim back under the Rio Vista Bridge. By May 29, the duo was back in San Francisco Bay.

That night, under cover of darkness, the wayward humpbacks slipped out to sea beneath the Golden Gate. They were believed to be part of a pod of whales feeding off the Farallon Islands, some 20 miles off the Northern California coast.

During a lessons-learned luncheon, Lt. Gov. Garamendi praised the Auxiliary, insisting that, "We could not have done this operation without the assistance of the Coast Guard Auxiliary. Californians, and all the world's citizens who love animals, are thankful for their tireless efforts." 🌟

Editor's Note: We have all heard of C-Schools, but how many of us really know what they are, how they can benefit us and the Coast Guard, and how to apply for this training? The author tells all.

By Lisa McDaniel

Auxiliary Training Program Manager
(CG-3PCX)

Auxiliary C-Schools are Coast Guard-funded formal training events. They are short-term – usually two to five days – and deal with specific subjects, such as distance education, technology, information systems, and spatial disorientation.

The schools normally require students to travel to a Coast Guard Training Center (TRACEN), although some can be exported so that instructors may deliver the training at regional venues.

Following is a primer on how to learn what is offered each fiscal year (October 1-September 30) and how to get started. Remember, if you have additional questions, your Director of Auxiliary (DIRAUX) office is always the best place to go first.

• **How do I know what C-Schools are available?**

Several web sites list all available courses and class sessions. You can go to the Chief Director's web site: www.cgaux.info, or the C-school site: cschool.auxservices.org.

The same courses are usually offered each fiscal year, but dates and locations change.

C-School policy is carried on the web links. Be sure to read it carefully so you know what is needed and expected of you.

• **Why would I want to attend?**

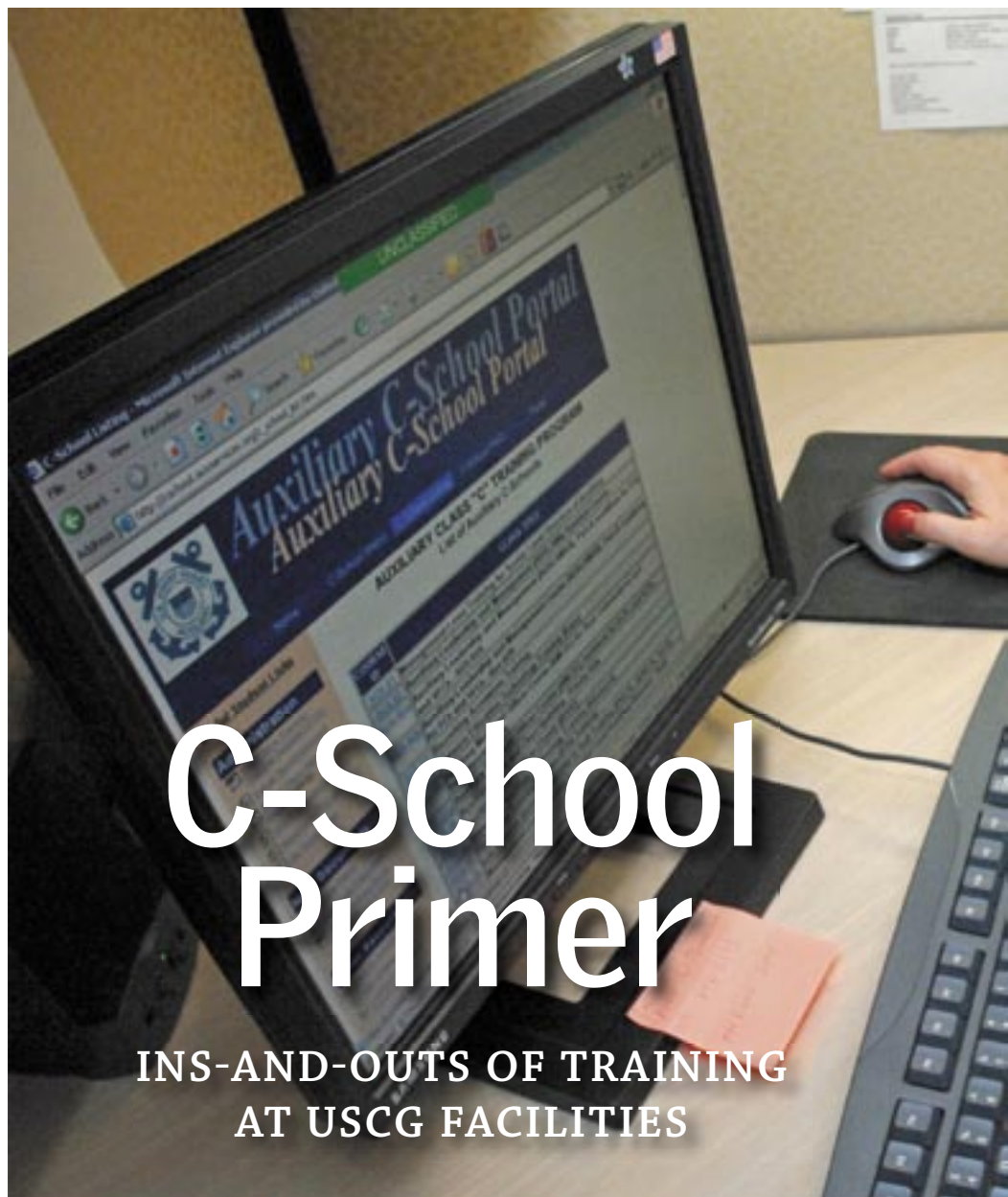
C-Schools are courses offered to train members in the field in which they are, or will be working. When a member takes on an Auxiliary management position, he or she must complete specific C-school and non-C-School courses.

There are 16 specific C-school courses, all of which are on the C-School web site. The dates are updated throughout the year, as needed.

It is very important to attend the C-School class that you have been chosen to attend. Funding for all future courses is directly linked to how many students completed each class. When students fail to show up, or cancel less than two weeks in advance, they jeopardize the next fiscal year's funding for that course.

All classes span at least two days; the longest last five days.

• **How do I sign up, and how do I know if I have been chosen to attend?**



Lisa McDaniel, Auxiliary Training Program Manager, updates the C-School training program at her desk in the Office of the Chief Director of Auxiliary, at USCG Headquarters in Washington.

Your DIRAUX is your principal point-of-contact. The C-School web site is also a principal resource. It will educate you on all aspects of a C-School.

To apply, you must fill out a Short Term Training Request (ANSC-7059), which is available at: forms.cgaux.org/forms.html. Fax, mail, or carry the form to your DIRAUX office, or fill it out on-line and submit electronically. You must specify which C-School you want to attend.

Unless DIRAUX grants a waiver, Auxiliarists can attend a C-School only once every three years. Each DIRAUX decides who may attend. The decision is based upon the job the Auxiliarist performs for the Coast Guard. The number of available seats for each course is based

on how many students completed each class, and available funding.

It's important to attend the class for which you receive orders! Next year's funding for the course depends upon it.

You can learn whether you have been selected for a C-School by checking with your DIRAUX. If you did not get into your first choice, ask your DIRAUX to register you for another class. The computer system does not have the ability to allow multiple choices for classes.

If you have been selected, about six weeks prior to the start of your class, DIRAUX will send you orders to your C-School. These direct you to the class and entitle you to lodging and meal reimbursements ("per diem").



Photo: Telfair Brown

Each class location has specified lodging and per diem rates that the government will reimburse when you file a travel claim after the class is finished. If you opt for a hotel that charges more than the lodging rate, or have meals that cost more than the per diem rate, you will not be reimbursed for the extra costs.

Lodging and per diem rates for all locations can be found on the C-School web site and other web links. The rates vary by location and, occasionally, by time of year. Sometimes, the location is a county or an area within a county, so read the per diem chart carefully.

Rental cars are *never* reimbursed unless specifically authorized in your orders. They are very rarely authorized!

In general, if you deviate from orders without first consulting your DIRAUX, you seriously jeopardize the likelihood of being reimbursed for those costs.

• **Once I get my orders, what do I do?**

Call SATO, the government-contracted travel agency, to make flight or train reservations. The phone number will be on your orders. (If driving, you do not need to contact SATO.)

You will need to fax your orders to SATO so they know what financial account to use for booking your travel. Once you have made your travel arrangements, called the hotel where fellow classmates will be staying to pull your room from the reserved block, and been contacted by the lead instructor (usually via e-mail), all the logistics have been handled. (Some, though not all, courses require work to be done before arrival.)

You're now set to attend class.

• **What's next?**

You must complete a Travel Claim Form (DD-1351-2) to receive reimbursement for authorized expenses. The form is available on the Auxiliary web site. Fill out the form, attach receipts, and mail or hand-deliver it to your DIRAUX office.

DIRAUX will review the form, sign it, and send it to the USCG Personnel Service Center (PSC) for processing. Failure to obtain the signature will result in much delayed reimbursement because the claim will have to be sent back and forth between DIRAUX and PSC.

The Center will also review the form and notify the Coast Guard Finance Center how much to deposit, as reimbursement, into your designated financial account. You should monitor your account for it.

You must retain all travel claims and supporting documentation for six years and three months. 🚨



Photo: Rob Westcott, DVC AN

Students at a recent Auxiliary Public Affairs (AUX-12) C-School course held on Cape Cod, Mass., work on creating a press release and news story based on a recent event in District 1.



George Smith, SO-AN 8 D5NR, directs an unseen recruit during a class on line-handling at USCG Training Center in New Jersey.

Training at TRACEN

DIV-8 D5NR INSTRUCTORS AUGMENT FACULTY AT CAPE MAY FACILITY

Story & Photos by Joe Giannattasio
SO-PA 8 D5NR

For more than 50 years, USCG Training Center (TRACEN) Cape May, N.J. has successfully fulfilled its mission by adhering to the motto – *We train the Guardians of the Sea.*

Over seven years ago, Louis “Mike” Hause, FSO-VE 86 D5NR, and George Smith, SO-AN 8, both D5NR, became two of the first Auxiliarists to augment the Coast Guard teaching effort at TRACEN Cape May.

They obtained that distinction after a

prompt from Captain Curtis Odom, then-Executive Officer at TRACEN, nudging them toward the office of the assistant training officer.

After offering to help teach the young Coast Guard recruits, the two Auxiliarists found themselves assigned to teaching Boat Crew Duties. That is where new recruits learn the details of the various billets on Coast Guard Cutters and patrol boats.

Over the years since then, other Auxiliary members helped to teach that course, but the key thing is that the Auxiliary instructors have never missed

a day.

CAPT Odom recently retired as Commanding Officer of TRACEN Cape May. At the Change of Watch, he offered kind words of appreciation for, and encouragement to, the Auxiliarists who continue to augment the Coast Guard training staff.

District 5NR Historian John “Jake” Lincoln, IPFC-83 D5NR, an active member of the Auxiliary for 37 years, is a U.S. Navy veteran and USCG Reservist. He volunteers at the TRACEN Seamanship School, where he and Mike Dineen, of Flotilla 83, help recruits with the fine

*Auxiliarists
take pride in the fact
that they help recruits
begin their training*



ABOVE: Bruce Long, IPDCP-8 D5NR, teaches the finer points of personal finance to Coast Guard recruits at TRACEN Cape May. The Auxiliarist recently received praise for his training activity from RDML Cynthia A. Coogan, USCG Director of Reserve & Training.

LEFT: Ed Gillespie, FSO-MT 86 D5NR, assists a Coast Guard recruit with learning the ins-and-outs of becoming a boat crew member, during a session at TRACEN Cape May.

points of launching and retrieving a Cutter's small-boat.

Louis Hahn Jr., FC-86, and Ed Gillespie, FSO-MT 86, both D5NR, teach boat crew duties to future Coasties. Their work reflects the sentiments of the other Auxiliary instructors at TRACEN who take pride in the fact that they help recruits begin their training on board a Coast Guard surface vessel.

For the last two years, Marilyn Hughes, DCP-8 D5NR, has been one of the presenters at TRACEN's weekly recruit-graduation ceremonies. A certified United Methodist Church Lay

Speaker, she has also sometimes filled in at Sunday services for the Protestant Chaplain, and she can also act as a supply pastor.

Ruth Keck, FSO-AN 81 D5NR, contributes in a somewhat different way. She shares her love of music by working with the training center's Recruit Band.

Auxiliary members also provide informational tours for the more than 950 people who each year visit TRACEN Cape May, and the Auxiliarists provide information for visitors interested in a Coast Guard career.

Walter Alsegg, FC-81 D5NR, is among

the 10 members of Division 8 who regularly conduct tours for the general public, veteran's groups, and civic organizations.

At this year's Auxiliary National Training Conference in St. Louis, Rear Admiral Cynthia A. Coogan, USCG Director of Reserve & Training, lauded the work of the Auxiliary and specifically cited Bruce Long, IPDCP-8 D5NR.

RDML Coogan had observed Long teaching a personal finance class to recruits during her recent tour of TRACEN Cape May. The 32-year Auxiliarist has been teaching the weekly class for several years. 🌟

PFD Safety Promotion is Viewed in More Than One Million Homes

A Foxy Move Makes Friends in New York

Story by Stu Soffer
N-MS

Photos by PA3 Angelia M. Rorison
USCG Public Affairs Detachment New York

The value of partnering with industry professionals has once again paid significant dividends in promoting boating safety to a vast national audience.

The latest case-in-point was a Personal Flotation Device promotion in May by Stearns and Bass Pro Shops that was supported by the Coast Guard Auxiliary.

The joint promotion resulted in extensive coverage of both PFD wear and the Auxiliary itself in five key southeastern media markets.

The effort culminated, on May 26, with a live interview and demonstration on Fox News Channel's *Fox & Friends*. During the segment, the TV broadcast covered the Auxiliary and the impor-

tance to boaters of wearing a properly-fitting life jacket.

It all began when Peter Urgola, DC-V, was approached by Robb Leer, of Leer Communication & Consultants. He wanted to know the availability of Auxiliary volunteers to participate in a Fit to Float promotion at 44 Bass Pro Shop locations throughout the U.S.

The concept called for knowledgeable, trained Auxiliarists who would join a Stearns Safety Team at the Bass stores during the Fit to Float Weekend event. The Auxiliarists would answer questions about correct life jacket fit, types of life jackets, and anything else pertaining to recreational boating safety.

Sensing a significant opportunity to partner with a major PFD manufacturer and a national retailer to promote boating safety, the Auxiliary National Marketing Group was asked to assist and a plan

was devised that included "You're In Command" literature to support the event.

Boaters were afforded an opportunity to bring old or ill-fitting life jackets to a local Bass Pro Shops store for recycling and receive an instant discount for purchase of a new Stearns Life jacket or a SOSPENDERS® inflatable PFD.

Reports about the Fit to Float Campaign were positive from all of those involved. Auxiliarists were praised for their knowledge, professionalism and "can-do" spirit.

Positive fallout from this successful promotion included having over 500 worn-out, or ill-fitting, life jackets exchanged for a consideration on the purchase of a new PFD, and having a significant number of new life jackets donated to Boy Scout and Girl Scout organizations.



Harry, the Coast Guard Station New York mascot, mugs for a *Fox & Friends* videotape camera to demonstrate the importance – even to a dog -- of wearing a perfectly-fitted Personal Flotation Device.



Stu Soffer, N-MS (center), explains the fit of a child's Personal Flotation Device to Fox TV Meteorologist Rick Reichmuth (center) and *Fox & Friends* anchor Greg Kelly. During the interview, William Villanova, FC-73 D1SR (left), removes the demo oversize PFD modeled by his niece, 'Sonny' Sousa.

Leer Communication helped execute a strategic media plan in conjunction with five of the Bass Pro Shops events.

Backed by support from D7 and D8WR Public Affairs, Auxiliarists in the Orlando, Ft. Lauderdale/Dania Beach, Fort Myers, Atlanta and Springfield, Mo. areas appeared on local television and radio shows. The event also received excellent print-media coverage.

All appearances were geared to promoting proper life jacket fits.

The crowning touch was the live appearance on *Fox & Friends*, also arranged by Leer Communication & Consultants. Stu Soffer, Auxiliary National Marketing Group Special Events Manager, was selected to travel to New York City to appear on the broadcast.

According to a national ratings service, the live boating safety segment was viewed in more than one million homes across America.

D1SR logistic and staff support for the appearance was arranged by Stephen Ackerman, VCO. Planning was progressing well until the producer decided, just two days before the broadcast, that he

wanted to expand the segment by including a dog and a Beta-format videotape showing Auxiliary patrols.

Fortunately, Bob Daraio, BA-AIE, came up with the tapes. And, as luck would have it, Coast Guard Station New York had Harry, its adorable, two-year-old, 65-pound Golden Retriever mascot.

Mary Snyder and Chris Brondell, Stearns' marketing manager and key accounts manager, respectively, joined Soffer in Manhattan the day before the Fox broadcast. It became an interesting day when a box of life jackets that Harry and other special guests were scheduled to model on the show failed to arrive.

Thankfully, the shipment finally showed up that evening.

As Saturday morning dawned bright: Dave Kotz, FSO-OP 4 D1SR, was towing his Auxiliary Operational Facility through the Lincoln Tunnel to the Fox Studios at New York's Rockefeller Center;

Jean Geiger, VFC 13-7 D1SR, was transporting her eight-year-old daughter, Elizabeth, to The Big Apple for the show;

William Villanova, FC-73 D1SR, was

bringing his eight-year-old niece, Sandra "Sonny" Sousa; and,


BMC Robert Holland and BM2 Michael Green were transporting Harry from Coast Guard Station New York, which is located on Staten Island.

Our photographic support for the event was provided by PA3 Angelia Rorison, USCG Public Affairs Detachment New York.

The *Fox & Friends* segment was supposed to be four to seven minutes, but turned out being only two minutes, 45 seconds long.

Nevertheless, thanks to those participating and the available materials, which included a Halkey-Roberts life jacket inflator mechanism, viewers saw the effect of an incorrect-fitting PFD and heard an explanation of how the new PFD technology works.

The segment ended with the sage advice, "The Coast Guard reminds boaters, 'You're in Command – Boat Responsibly.'"

The Fox segment can be viewed at: www.foxnews.com/video2/launchPage.html?052607/052607_ff_boat&Fit%20to. 



Damaso H. Sutis
ADS0-MS 11SR
USCG AUX (2007)

Sutis Suits Sector

SOCIAL BUTTERFLY WITH BUZZ CUT IS WELCOMED BY COASTIES

By PA1 Anastasia M. Devlin
Supervisor, USCG PADET San Diego

"He'll be at a Coast Guard training workshop all this week," said his wife, Dee. "Maybe you can call him at night to do the interview?" Sounds logical, until you realize that Dee has been married to Damaso H. Sutis, of Flotilla 24 D11SR (Newport Beach, Calif.), for 60 years.

A man — widely known as Gunny, for his earlier service as a U.S. Marine Corps Gunnery Sergeant — who still calls out friendly "hellos" to his active-duty Coast Guard shipmates each morning, as they cross paths on the way to the office.

A man who knows the name, home town, and previous unit of nearly every-

one. And, five bucks says he probably knows *you*, too.

He's a social butterfly with a buzz cut. His bright eyes, framed by thick glasses, reflect a passion for telling great stories. The sharp creases in his Auxiliary uniform show he is as professional as he is intriguing.

The crew at USCG Sector Los Angeles recognizes Gunny as one of their own. He even gets invited to their after-work parties. Gunny laughs, as if surprising even himself with the fact that, "They don't realize I'm close, in age, to their great-grandfathers."

The story of how Gunny, whose passion for the Coast Guard runs deep, first came to the Auxiliary begins at the tail-end of The Great Depression.

Having been raised in the hardscrab-

ble South Side of Chicago during the 1930s made him tough. But at age 17, he picked an even tougher challenge: becoming a U.S. Marine, at the height of World War II.

Just one year after enlisting, he found himself dodging gunfire on the beach at Iwo Jima.

Not yet 20, Gunny returned to the States as a war veteran. He went back to South Side Chicago to celebrate. There, he met his future bride, Dee.

Unfortunately, with Gunny being a Marine, seven of their first 21 years together were spent apart.

After enduring three wars during his 24 years with the Marine Corps, he decided he'd had enough. So, Gunny retired and began civilian life as a high school industrial arts teacher.



Gunny at war in 1945, surrounded by gunfire, on the beach at Iwo Jima. This is one of the still-photos that appear at the end of the Warner Bros. Pictures film 'Flags of Our Fathers,' directed by Clint Eastwood, and nominated for a 2006 Academy Award.



Damaso H. Sutis
GYSGT
USMC (1944)

Within four years, he was Division Chairman of the Industrial Technology Department. Eventually, he put in a transfer to become a career advisor.

It was at an Auxiliary-sponsored event that Gunny learned about the Coast Guard Academy (for his students) and the CGAUX (for himself).

His prior military service, and his teaching skills, helped Gunny excel at Auxiliary tasks. After learning of the Coast Guard's push to bolster marine safety and environmental protection efforts, he dove into those waters head-first.

In 1998, Gunny began by going to USCG Marine Safety Office (MSO) Long Beach to see how he could help out by doing such small jobs as inventory, answering telephones, and relaying messages.

Soon, he had his own desk from which he functioned as an impromptu liaison, finding information, making contacts, and creating databases of available resources around the Southern California port.

"As things went on, I just became a part of the place," said Gunny. Truly, he had earned himself an MSO slot as the go-to guy.

In 2002, the Coast Guard Commandant decided that there should be a position

created to serve as a direct-link between USCG Captains of the Port (COTP) and Auxiliary units.

As part of a nationwide pilot program, five such billets were implemented, and Gunny filled one of them. His title — Waterways Management and Security Coordinator — made him the COTP's right-hand for dealing with Auxiliary issues such as recreational boating safety, harbor safety, Auxiliarist initiatives, and Coast Guard augmentation.

The program was discontinued after a few years, but the committees on which Gunny served could not stand to lose him. So, he stayed on in his position.

Currently, Gunny serves the Auxiliary as ADSO-MS 11SR. He also represents the Coast Guard on the Los Angeles Harbor Safety Committee and the Subcommittee on Recreational Boating.

Between the daily paperwork and phone calls, he makes himself available to the Sector operations staff as an Auxiliary liaison.

CAPT Paul Wiedenhoeft, Captain of the Port for Los Angeles/Long Beach and Commanding Officer, Sector LA/LB, says that Gunny is a model Auxiliarist. "He is really a pleasure to work with, and he's a great mentor to young folks," CAPT Wiedenhoeft said. "The guys like to hear his stories from his Marine days

and his teaching days."

Thanks to Hollywood, photographs from his time on Iwo Jima have draped Gunny in a new cloak of popularity. Ever since the USMC archival photos appeared with closing-credits of the 2006 Academy Award-nominated film, "Flags of Our Fathers," Gunny has received many requests for signed copies — an honor he dismisses with a modest wave of his hand.

Damaso H. "Gunny" Sutis is a rare find, indeed. Not all that many octogenarians show up to work every day. Off-handedly, he said, "I [used to think], I've got another four or five good years, but now I'm thinking about [age] 90."

Ninety? Not hard to believe about this veteran, who wears a Service Dress Blue uniform cut for a man half his age. (His secret, says Gunny, is tailoring the jacket *just right*.)

"I am proud to wear this uniform," he said with a smile. He said he sees proper wearing of the uniform as an outward manifestation of Coast Guard professionalism, and that he gets "just as great a thrill" out of it as when he wore Marine Corps dress-blues.

"I see no difference," he insisted. "These are two small services doing one hell-of-a-job. I wear this uniform just as proudly as I did my Marine uniform." 🇺🇸

MLB Reborn as an OPFAC

MICHIGAN DO-IT-YOURSELFERS BRING USCG VESSEL BACK TO LIFE

By Michael F. O'Brien
FSO-PB 20-5 D9WR

For a sailor, it's hard to watch any boat rusting away on the hard, but when the vessel has a long and strong history of service – and you served on her during your 11-year U.S. Coast Guard career – you just have to do something about it.

That was the case with 44-foot USCG vessel 44359, a Motor Life Boat (MLB) that had performed with distinction during her many years of service on Lake Michigan.

MLB-44359 was one of 150 Motor Life Boats that were built between 1962 and 1972, but then phased out, to be replaced by the newer MLB-47s.

At that point, the future looked bleak for 44359, which had been built in 1966 at the USCG Curtis Bay, Md., shipyard.

Turned over to the State of Michigan, then gifted to the Great Lakes Naval Memorial & Museum in Muskegon, the vessel was stored out of the water – left exposed for more than seven years to the state's harsh seasonal weather conditions.

Rusting away – with one of its two diesel engines seized, and the other needing a rebuild – 44359 seemed destined for the cutter's torch.

Ken Bennett, FSO-VE 25 D9WR, in nearby Grand Haven, MI, knew MLB-44359 very well, having served on her as a Boatswain's Mate during his Coast Guard career. So, it was not surprising that one day, when he overheard someone at a nearby marina asking about parts for a Motor Life Boat, Bennett couldn't help but speak up.

It turned out that Randy Rottchaffer, a fellow who loved old boats and had restored a few in his time, including a Michigan Lake commercial tug, had just bought 44359, with the idea of bringing her back to life.

Bennett and Rottchaffer got to talking, and what developed between the two was a project taken on by Bennett and about 10 other Flotilla 20-5 D9WR members, including Auxiliaries Brian Miller, FSO-PB 20-5 D9WR, and Ron Grams, who is with the same flotilla.

A key player on the project was



Photo: Barbara Brown, FSO-PA 20-5 D9WR

Ready to head out for a sea-trial, the shiny 'new' OPFAC 44359 is checked out by (astern, from the left): Thomas Johnson, ADSO-OP 20 D9WR; MKCM John Anten, USCGR, Station Grand Haven; David Gaylord, Flotilla 20-5; and (forward), Ronald Grams, Flotilla 20-5, both D9WR.

MKCM John Anten, USCGR, attached to Station Grand Haven. The Master Chief, who at one time served as engineer on the MLB, performed a majority of the engine room work during the 44359 restoration.

Miller, one of the Auxiliaries who was deeply involved with the project, remembers just how bad things were.

"It took us close to four years to refurbish the boat," he said. "The steel hull was OK, but the rest was a real mess. One of the engines could be rebuilt, but the other had to be replaced. We also replaced a transmission cooler and rebuilt a lot of the deck."

The engines were, indeed, a major project.

The MLB-44 came with twin 6V53 Detroit diesel engines, producing 185 hp apiece, with propulsion provided by two shafts fitted with fixed-pitch screws. Her cruising speed is 14 knots. "Yeah, that was a job," Miller said.

But the toughest job, he added, was replacing the boat's rub rail.

He recalled that, "We were fortunate to get the rubber. In fact, we got one of the last batches before the company making them sent manufacturing overseas. But the rubber wasn't pre-drilled for screw holes, so we needed to drill holes every 12 inches. Then we had to pull the stainless steel rib out of the old rub rail and pound it into the new rubber. It wasn't easy!"

The rub rails also received an extensive anti-rust undercoating, which, by itself, took three weeks to complete.

The many tasks involved in the massive effort included a complete sand-blasting of the hull, application of several coats of paint, deck disassembly, electronic upgrades, and refitting of the upper deck.

Piping was another problem; considerable damage in some areas had to be repaired. One person also generously donated a new covering canvas. A new fuel pump and a new starter were the last items to be installed.

MLB-44359's restoration was finished



This was the MLB-44 as it was when the group that was to refurbish her first saw the vessel that had been built in 1966 at USCG Shipyard Curtis Bay, Maryland.



The work-crew for the MLB-44 sand-blasted *everything* – including the windows, unfortunately! – right down to bare metal, then primed her.

just in time for the 2006 Coast Guard Festival in Grand Haven.

The Motor Life Boat's return to service is fitting, given her 29 years of operating out of Muskegon, which sits on the shore of Lake Michigan. The vessel had weathered many a "storm" there.

One of the more notable incidents that occurred during the vessel's career came when a large storm wreaked havoc on several moored construction barges that were tethered to the ends and inner harbor entrance to the Muskegon pier head.

MLB-44359 and her crew braved 10- to 12-foot waves while rounding up the barges, which were perilously beating into the pier heads – and anything else around the channel. The crew secured

the barges, and also helped several sailboats safely return to their moorings after having been severed from their buoys by the force of the storm.

That was only one of many long days faced over the years by the tough-built vessel and her veteran crews.

The restored boat, now an Operational Facility (OPFAC), is on a five-year contract to the Auxiliary from her owners, Randy and Dee Rottchafer.

She is now outfitted for firefighting, vessel de-watering, search-and-rescue, towing, ice-breaking, life-saving, and a myriad of other maritime assistance functions. When not on duty, the 44 is kept moored at Port Sheldon, MI.

Looking back at all the work involved

in the MLB's restoration, would Miller and the other Auxiliarists go through it all again? "You bet we would!" Miller insisted.

They may have such an opportunity sooner than they might imagine.

That's because there is one other MLB-44 still in operation. She is now used for search-and-rescue operations out of USCG Station Chatham (Mass.). However, that vessel is likely to be replaced early next fiscal year.

That would leave OPFAC 44359 as the sole still-operating MLB-44. It also would present the intriguing possibility of yet another aging MLB-44 just waiting for magical transformation into an Auxiliary OPFAC. 🚢



Proudly posing with their favorite 'lady' after all the work was done and proper livery had been carefully applied to transform her into Auxiliary Operational Facility 44359 is the core work-crew, from the left: Ron Grams, Flotilla 20-5 D9WR; MKCM John Anten, USCGR, Station Grand Haven; Ken Bennett, FSO-VE 20-5; and, Brian Miller, FSO-IS 20-5.

CHOCOLATE LABRADOR
EARNS HIS MISSION HOURS
AS A PFD-PROMOTER

A Stout Guinness

Story & Photos by PA3 Etta M. Smith
USCG Public Affairs Detachment Boston



ABOVE: Chocolate Labrador retriever Guinness, an honorary Auxiliary member, takes a paws-that-refreshes to model his fully equipped, properly-fitted Personal Flotation Device for canines, on the dock at Borden Light Marina, Fall River, Mass. **BELOW:** During National Safe Boating Week, Commodore George Pendergast, PDCO 1NR, puts Guinness through his paces to display the stylishness of a proper canine Personal Flotation Device to students of the Rowlandson Elementary and Middle Schools. Looking on are Penny Pendergast (right), DCO 1NR, and, Sergeant Merri Walker of the Massachusetts Environmental Police.

The children move anxiously toward the entry of the schoolhouse as their eager chatter echoes lightly through the stark, concrete hallway. Their eyes widen and chatter evolves into giggles when they see their furry friend.

Immediately, the children shove open the heavy glass doors to greet their life jacket-clad visitor: Guinness – a four-legged, honorary member of the U.S. Coast Guard Auxiliary.

Guinness loyally assists his owners, Commodores Penny and George Pendergast, DCO and PDCO 1NR, respectively, to help educate the public about the importance of life jacket safety.

The dynamic duo, who have been Auxiliarists for a combined total of nearly 50 years, contribute to the Auxiliary's boating-safety education mission by utilizing their Labrador retriever to engage young audiences in their safety message.

Typically, Guinness struts proudly around local marinas in his personal life jacket while Penny conducts Vessel Safety Checks with boaters.

Inevitably, someone asks why the dog is wearing a Personal Flotation Device, providing a perfect opportunity for George to explain the importance of wearing a properly-fitted, Coast Guard-approved PFD.

"Guinness serves as a great educational tool because he gets people's attention," George said. "Although he doesn't



always enjoy wearing the life jacket, he loves the attention from the kids."

The chocolate Lab earned his position as a boating-safety role model some nine years ago, when he was just a puppy.

George and Penny would often go out on their boat to assist with various Auxiliary missions. During night operations, the curious pup was prone to falling overboard, according to George. While this was not a major concern during the day, at night it became rather problematic.

"It is important that people understand that anyone can fall into the

water," George emphasized. "Of course, Guinness can swim and this was not much of a problem in daylight. At night, however, it became nearly impossible to locate him in the water."

The most logical solution was to have the dog fitted for a life jacket. "This assisted his flotation and made him quite visible in the water," George said.

Over the years, as Guinness has grown to adulthood, he has continued to wear a properly-fitted life jacket. He has traveled to numerous Coast Guard units throughout New England and participated in countless events, including Change of Command ceremonies and Coast Guard training operations, according to George.

"People seem to remember him everywhere we go," he said. "The first question they always ask us is, 'How is Guinness?'"

The pooch was even presented earlier this year with a Team Commendation Award. He won it for playing the role of one of "the bad guys" in a Coast Guard exercise.

Guinness, the decorated, honorary canine member of the Coast Guard Auxiliary, continues to accompany George and Penny to various marinas and piers to teach people about safety.

This proud, four-legged member of Team Coast Guard exemplifies the Auxiliary's vision of life jacket safety, while at the same time leaving behind a lasting memory with everyone he meets. 🐾

BUOYS WILL BE BUOYS

By Dianne VonHeeder
FSO-PB 8-11 D11NR

In February, this year, Flotilla 8-11 D11NR (Crescent City, Calif.) was called upon to be part of a coordinated effort to retrieve a National Oceanic & Atmospheric Administration (NOAA) buoy that had gone adrift. A coordinated effort with USCG Group Humboldt Bay, outside Eureka, made the recovery operation a true success.

The 6-meter NOMAD Weather Buoy (46006) broke free from its assigned station on Dec. 7, 2006. Its last report had come from its moored position, 600 nautical miles west of Eureka. The buoy had drifted some 300 nm eastward.

Monitored by the National Data Buoy Center Stennis Space Center, Buoy 46006 gathers valuable information about sea and weather conditions in the Pacific Ocean. This critical data is used to report and forecast weather for the U.S., as well as for the safety of mariners.

USCG Cutter *Steadfast*, out of Astoria, Ore., located the weather buoy, put it in a stern tow, and headed toward Crescent City.

The Cutter towed the buoy, valued at \$250,000, some 290 miles toward the California coast. But it was a real "drag." The crew found out why when they were still 12 miles from shore: About 1,500 feet of ship's chain used to anchor the nav-aid was still attached and had gotten hung-up on the ocean floor.

Two Sisters, an Auxiliary Operational Facility skippered by Garry Young, Flotilla 8-11 D11NR, but not operating as



Photo: Becky Barlow, Flotilla 8-11 D11NR

Auxiliary crew members on board *Two Sisters* prepare for some action as the Auxiliary Operational Facility heads out of Crescent City Harbor to transport a diver to untangle wayward NOAA Buoy 46006 out in the Pacific.

an OPFAC that day, was privately hired to bring out a diver. With some Flotilla 8-11 members as crew, *Two Sisters* reached the scene. The diver proceeded to cut the buoy's anchor chain below the bridal and first swivel.

USCG Station Chetco River, in Brookings, Ore., sent out its 47-foot Motor Life Boat for a hand-off. That vessel towed Buoy 46006 the remaining 12 miles, to a point just outside Crescent City Harbor.

Then, it was time for yet another hand-off.

USCG SAFE Boat 254851, operated by Flotilla 8-11, was standing by, under orders, to bring the NOAA buoy into

the harbor. Coxswain Pat Bailey, FSO-AN, and crewmembers James Murphy, FSO-PS, and Dennis Melton, took the NOMAD in a side-tow and moored it at the work dock.

A few days later, a truck came to pick up the wayward buoy. Flotilla 8-11 members Jill Munger, FC, Charles Kresa, VFC, and Alan Porteous, FSO-OP, were manning 851 to hold station under the crane that hauled the buoy onto the truck.

An all-hands Bravo Zulu was sent out by Rear Admiral Jody A. Breckenridge, Commander, Eleventh Coast Guard District – just in time for Valentine's Day! 🍷

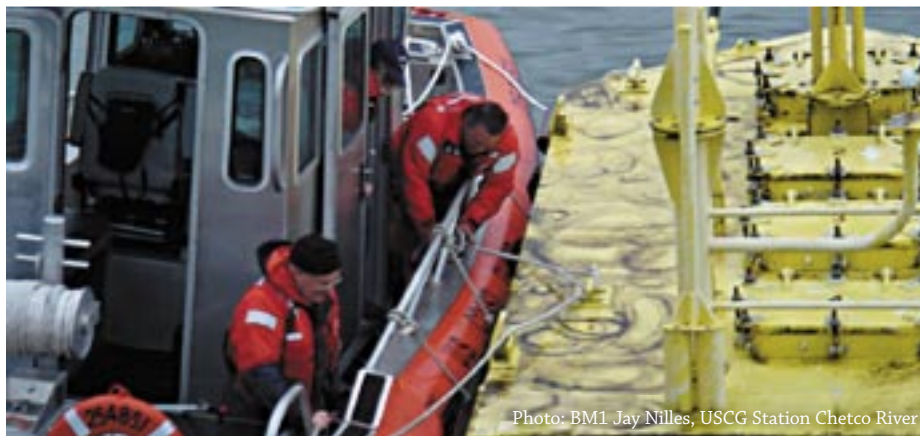


Photo: BM1 Jay Nilles, USCG Station Chetco River

On board USCG SAFE Boat 254851, which is operated by Flotilla 8-11 D11NR, coxswain Pat Bailey, FSO-AN 8-11, checks progress as crewmembers James Murphy, FSO-PS 8-11 (aft on stern line), and Dennis Melton, Flotilla 8-11 (forward), secure the wayward buoy in a side-tow.

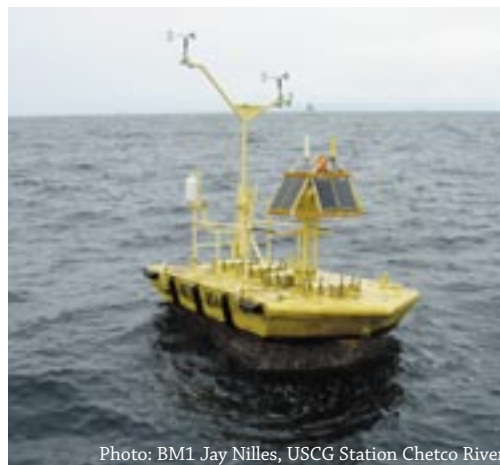


Photo: BM1 Jay Nilles, USCG Station Chetco River

National Oceanic & Atmospheric Administration's NOMAD Buoy 46006 adrift in the Pacific.

A PERSONAL JOURNEY

An Auxiliary Yankee In King Arthur's Court

By Vincent T. Pica II

FC 18-6 D1SR

In mid-March of this year, I found in my e-mail inbox an unexpected invitation from a life-long friend, Sheila Casey, née Lynch.

Several questions came immediately to mind, such as, "What is a duty uniform?" but the key question was whether this unique personal honor might be an opportunity to multiply the debt of gratitude from one citizen – me – by the size of Division 18 D1SR.

Some background: I grew up in Eastchester, a largely middle-class community in Westchester County, N.Y. There, I had the great boyhood experience of getting to know and grow up with the Lynches, a large and traditional Irish-Catholic family with six athletic and engaging children.

I became close friends with the three youngest members of the Lynch clan – Sheila, Eileen and Lizzie. Over several decades, we have spent some part of each summer together, even if it's just one day in a reunion with dozens of other "children" – and their children and grandchildren – from that era.

Over the intervening decades, Sheila Lynch married a fellow named George Casey, who I was honored to have been befriended by as a result of reunions and e-mails.

George's military career, which began right after his 1970 graduation from the Georgetown University School of Foreign Service, had encompassed U.S. Army commands from platoon level to divisions in the U.S., Germany and Bosnia and, ultimately, in Iraq, where he served as Commander, Multi-National Forces.

So, in came the electronic invitation and the question arose in my mind, "How can I maximize what I can do to honor both Casey's – George and Sheila – for their sacrifices, trials and successes on behalf of all Americans?"

I approached James Cornell, DCP-18 D1SR, to ask about representing our divi-

sion, in his behalf, as part of the day's activities. He immediately endorsed the idea, so off I went, along with my bride of 32 years, JoMarie.

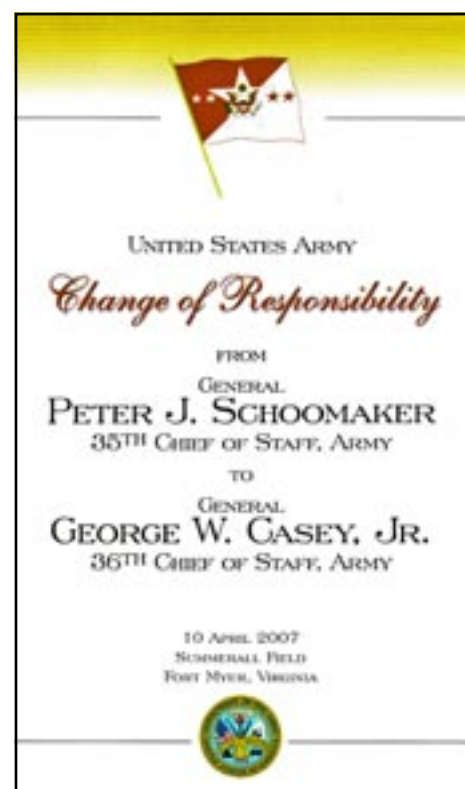
Very much like a Yankee in King Arthur's Court, this sailor and his bride found ourselves among thousands of soldiers on April 10th.

The pageantry was thrilling. Marching bands – consisting of the 3rd Infantry ("The Old Guard"), the United States Army Band ("Pershing's Own"), the Fife and Drum Corps (in Revolutionary War gear), and the Commander-in-Chief's Guard – criss-crossed Summerall Field in Fort Myer, Va., with the precision of surgeons.

Fourteen nations had sent military emissaries. The host, Peter Geren, Acting Secretary of the Army, officiated.

Secretary of Defense Robert M. Gates delivered an address that covered outgoing Army Chief of Staff General Peter Schoomaker and his incoming successor, Gen. George Casey, with the praise that decades of service to the nation deserved.

When I was able to catch up with George Casey, I told him, "General, all the men and women of the United States



Coast Guard Auxiliary Division 18 – from division captain Jim Cornell to the greenest volunteer – wish me to extend to you their deepest respect, admiration and thanks for the job you have done for America. George, I am personally honored to be considered a friend."

His reply was one of thanks and recognition. After a little light-hearted, inter-service ribbing, he stated that even the job that a sailor – amidst all those soldiers – does is worth doing, since we are all doing it for America...the land of the free only as long as it is also home of the brave. 🇺🇸



Photo: JoMarie Pica

In Washington, Vincent T. Pica II, FC 18-6 DISR, shakes hands with his old friend, General George W. Casey, Jr., the U.S. Army Chief of Staff. The two long-time chums traded inter-service jibes at the Change of Responsibility ceremony for the incoming Army chief and his predecessor, General Peter J. Schoomaker. Officer in background is an Army aide.



Workshops Sparkle with New Ideas

By Gail A. Fisher

DVC-T

NACON 2007 is shaping up to be an exceptional opportunity for information sharing and training for all our members.

The planned workshops offer valuable insights that cut across a myriad of mission areas. Our workshops have something unique to offer everyone – from the person new to the mission to our most experienced member.

The workshops will be presented by the staff of our national departments, so you'll be sure to get the most updated information – hot off the press. Advance registration is required for these workshops.

Details regarding location of the hotel and conference center can be found at www.cgaux.org/nacon/index.html. Workshop dates and times will be posted as soon as they are available.

Why should you come to Portland, Oregon, and participate in these interactive training sessions?

The answer is simple: Come to celebrate our Auxiliary tradition of continuous learning. Come to recharge your batteries, learn a new skill, and discover a new passion.

Come to make a new contribution and inspire others to do the same. Build your bridge to the future. *Join your fellow members at the workshops being held at NACON 2007.*

Here are the details:

- **Welcome to the World of Video**

Presented by Public Affairs Dept.

Come visit "Studio A" to watch interviews-in-the-making with Auxiliary leaders. There is a growing demand for videographers. Auxiliarists who possess the proper skills will be able to supplement USCG public affairs efforts in capturing video to help increase media exposure of Coast Guard forces.

While this session is not intended as a basic training course in video, a question-and-answer session with Video Corps members will be available to cover such basic points as equipment selection, composition, lighting, choosing the best file format, video editing, etc.

- **Partnerships – The Extended Family**

Presented by Boating Dept.

This workshop will highlight the various partnerships established and maintained by the Boating Department. The focus will be on methods to attract partners, the commitment required to liaise with partners, the positive impact most partners have had on the Auxiliary in

general and on boating safety and public education in particular.

Also included will be a brief mention of all partners and their respective successes and a detailed review of two partnerships presented by the partners (probably Soundings and BoatUS).

- **Public Education Update**

Presented by Education Dept.

Participants in this workshop will discuss the latest tips from DSOs around the country, instructor workshops – the lifeblood of flotilla PE and MT programs – what's new in PE (Instructor Development Course, Sailing Skills & Seamanship, Weekend Navigator, among others), in what future direction may PE go, and how you can have a voice.

- **Legislative Workshop**

Presented by National Legislative Liaison Committee

This workshop will review procedures set forth by the USCG Office of Boating Safety, and official Coast Guard positions on recreational boating safety.



Also, Auxiliary policy regarding testimony before state legislatures and how to prepare testimony as a private citizen, and recent changes in USCG and CGAUX policies and procedures regarding testimony. Examples of approved testimony and letters to members of state legislatures will be discussed and distributed. Attendees also will learn about new



Portland, Oregon

procedures regarding legislative process for the Auxiliary. .

This workshop is designed for members interested in becoming a LLO as well as those now serving in that capacity, and for DCOs and DIRAUXs wanting to know more about what is going on in the legislative process.

• Commercial Fishing – Still the Most Dangerous Occupation

Presented by Marine Safety Dept.

What is the Auxiliary's contribution to the safety of commercial fishing vessel owners and/or operators? Who do we work with, and what do we do? If you have an interest in working in a challenging environment, are highly motivated, and suspect you may find a sense of accomplishment in potentially helping to save lives in the world's most dangerous occupation, stop by. You may be surprised at the opportunities available to you.

We are pleased that our area coordinator will be with us this year to discuss the Auxiliary's role in the program, and our staff will be on hand to answer your questions and provide information on how to get involved. Current Examiners are welcome!

• MOM Patrols

Presented by Marine Safety Dept. (Prevention) and Operations (Response) Depts.

MOM is now with us all the time and in all the places we operate. What is MOM and what does it mean to me as an Auxiliarist?

It is the Maritime Observation Mission, and these two departments will present a joint discussion of the MOM patrol. This session will consist of a presentation, interactive discussion, and a Q&A period.

Topics to be covered include: Origins, concepts and requirements of MOM; how MOM applies to Auxiliary vessels, aircraft, and mobile units; key elements of MOM; do's and don'ts; MOM limitations and requirements, and reporting.

This session should be useful to everyone who participates in patrol activities.

• Diversity

Presented by Personnel Dept.

Division Chief Darlene Husband will discuss diversity awareness in our organizational structure. Of particular interest to unit leadership and District Diversity Advisors, this seminar will examine our current standing from a diversity standpoint, and offer suggestions on how to grow our non-traditional membership and retain these members.

Diversity is about making people comfortable within the group, so thoughts will be shared about how to recruit diverse members and what motivations they may have to stay. This interactive workshop also will explore the issues and relate what future initiatives the Auxiliary will undertake in the field of diversity.

• Retention

Presented by the Department of Personnel

Division Chief Dave Esparza will discuss the issue of retention in the Auxiliary. Whereas our organization does a good job of recruiting new members, there are some challenges in keeping these newly acquired members. Retention is easy to do, but it can be overlooked in our fast-paced, busy lives.

This dynamic, interactive workshop will explore just how easy retention can be, while also offering suggestions that can be put into practice as soon as you leave the room.

• Recruiting

Presented by Personnel Dept.

Bringing new members into the Auxiliary is the lifeblood of the organization. But where to find them? Going beyond boat shows and dock walks, this workshop will discuss some non-traditional ways of trolling for members, while offering best practices, case studies and hints from those who have done it.

There also will be an interactive discussion about demographics, and how your message is received by different people. This workshop will show you new ways of looking at the task of hooking up prospective Auxiliary members with where they will fulfill their interests.

• VE Workshop

Presented by Vessel Examination Dept.

This workshop will cover VSCs for PWCs and SUBs (M-5), additional PWC-specific items for VSCs, what are SUBs, and SUB-specific VSC items. A Facility and Operational Facility review will focus on an introduction, discussion topics, ANSC 7003 and 7008, and non-Operational, Operational & PWC Facilities. Also to be explored are the Department Web site, "I Want a VSC," the V-Department mailing list, "For Safety Sake," and the RBSPV Master Partners List.

• Interpreter Workshop

Presented by International Directorate

The purpose of this workshop is to review with interpreters in attendance the qualification testing and certification requirements, successful interpreter missions, AuxData integration, timely reporting of missions, clearance and passport requirements, interpreter deployment guidelines, and annual currency maintenance. 🇺🇸

'City of Roses' Beckons

EXCITING SIGHTS AND SOUNDS AWAIT NACON DELEGATES IN PORTLAND, OREGON

By Tisha Helmer N-Cd
Deputy Conference Administrator

Have you made your reservations yet for NACON 2007, to be held in Portland, Oregon?

District 13 is working hard to make your visit a very enjoyable one. Here is what the Portland Oregon Visitors Association has to say about the destination city:

Visit Portland, Oregon, and you'll quickly discover why Money magazine rates the City of Roses "America's Best Big City." According to the editors, Portland won the top spot by "avoiding urban sprawl and overcrowding, [and for] placing a premium on green space, culture and an accessible city center."

Travel & Leisure also took notice of Portland, with a No. 5 ranking on its list of 100 Fantastic Places (and Things). The magazine's editors said Portland was "reaching new levels of cool," citing as notables its restaurants, art galleries, Pearl District, the Portland Art Museum, and the new Portland Streetcar.

Pedestrian-friendly streets and half-size city blocks bode well for touring on foot – a great way to discover Portland's distinct neighborhoods.

Let the laid-back pace take over as you explore the galleries of the Pearl District, the Cultural District's Portland Art Museum, the new Portland Classical Chinese Garden in historic Old Town/Chinatown, and the cafes and boutiques along Northwest 23rd Avenue.

Visitors will enjoy the convenience of the sleek, European-designed Portland Streetcar line and the innovative MAX light-rail system. And, no visit to Portland is complete without a day spent in Washington Park, home to some of Portland's finest attractions including the famous International Rose Test Garden,

the Oregon Zoo and Japanese Garden.

A vibrant arts scene, great dining choices, tax-free shopping and proximity to limitless outdoor recreation in the scenic Columbia River Gorge are just a few of the facets of this Pacific Northwest gem.

For more information, contact the Portland Oregon Visitors Association at: 1-87-PORTLAND, or explore online at www.travelportland.com.

This excellent website has links to the city's many attractions and tour companies.

NACON is during the Labor Day weekend, a busy time in any city. We strongly advise that you make tour arrangements in advance. The Portland Oregon Visitors Association will be glad to assist you.

Remember that Friday Fun Night will celebrate "Oldies, but Goodies," so dig those duds out of mothballs and join the fun. Saturday evening will be coming up roses for the Commodore's Banquet.

Please remember, if you are attending on orders, you are expected to attend the dinners on both Friday and Saturday night. The NAC luncheon is open to current and past District Commodores only.

You can expect to see both vendors and department displays in Portland during NACON, along with the Uniform Distribution Center, and last, but not least, the District 13 Materials Center.

Transportation to the hotel is a short shuttle ride to and from the airport. The Gray Line Shuttle runs every 15 minutes from the airport to the hotel. Advance reservations are not necessary. Look for the Gray Line signs at the airport.

So, don't delay! Make your reservations for NACON 2007 today and join the fun! 🌹



I Led Three Lives

By Doug Kroll, Ph.D.

Flotilla 11-11 D11SR

I recently became part of Team Coast Guard for the third time....and in a third way.

My first 'tour' as a member of the team came when I was a cadet, Class of '71, at the U.S. Coast Guard Academy in New London, Conn.

Following five years of service as a USCG officer, rising to the rank of Lieutenant, I resigned my commission in 1976 in order to attend seminary and become a Lutheran clergyman.

Later, I joined the U.S. Navy Reserve as a Chaplain. Even though I would wear the Navy uniform for many years, I always told people that my heart was really in the Coast Guard.

My heart beat faster from 1987 to 1991 because I was fortunate enough to again become a part of Team Coast Guard, assigned by the Navy to serve as Chaplain on the staff of the Commander, Eleventh Coast Guard District, in Long Beach, Calif.

In that position, I once again wore the "true blue" of the Coast Guard uniform, except this time, the uniform bore Navy Chaplain insignia.

During that assignment, I worked not only with active-duty and Coast Guard Reserve personnel, but also with the local Coast Guard Auxiliary for the annual Blessing of the Fleet ceremony that kicks-off National Safe Boating Week.

In 1996, I retired from the Navy Reserve as a Commander, and later earned a Ph.D. in history. Interestingly, I had received approval to write my doctoral dissertation about the first Commandant of the U.S. Coast Guard – Commodore Ellsworth Bertholf.

That dissertation was subsequently re-written and published under the title, *Commodore Ellsworth P. Bertholf: First Commandant of the Coast Guard* (Naval Institute Press, 2002).

Over the years, I have written a number of published articles dealing with Coast Guard history. My second book was titled, *Friends in Peace and War: The Russian Navy's Landmark Visit to Civil War San Francisco* (Potomac Books, 2007). The USRC *Shubrick* plays a prominent role in that book.

I have started work on my third book,



Team Kroll gathers at the U.S. Coast Guard Academy for the graduation of the clan's youngest son, ENS Matthew Kroll, USCG (right). Celebrating Graduation Day with Matt, who is now training at NAS Pensacola to become a pilot, his younger brother, Timothy, FSO-SR 24 D11SR, and their father, Doug, a member of Flotilla 11-11 D1SR. Dr. Kroll, a former U.S. Navy Reserve Commander, wore his Navy uniform for the occasion.

which will deal with the Coast Guard heritage.

Currently, I am an Assistant Professor of History at the College of the Desert in Palm Desert, Calif. I also serve as a member of the Board of Regents of the Foundation for Coast Guard History.

My older son, Timothy, FSO-SR 24 D11SR, joined the Auxiliary last summer. He encouraged me to join as well because he knew of my love for the Coast Guard.

My younger son, Ensign Matthew Kroll, USCG, was an AET3, but he recently graduated from Officer

Candidate School. Matt is now in Florida, undergoing pilot training at Naval Air Station Pensacola.

I thought that with both sons now being a part of Team Coast Guard, I should be a part of it too. So, I recently joined Team Coast Guard for the third time. In this round, as an Auxiliarist.

I signed on with Flotilla 11-11 D11SR (Riverside, Calif.) and now serve in the PE arena as a boating safety instructor. I am also serving as a member of the Division Color Guard and as an Academy Admissions Partner. 🚢

Exploring the Arctic

TARRYTOWN N.Y. AUXILIARIST HEADS TO ALASKA ON USCG CUTTER

By Doug Brusa

Flotilla 66 D1SR

Early in April, this year, I was privileged to sail on the U.S. Coast Guard Cutter *Healy* (WAGB-20), from Seattle to Dutch Harbor, Alaska.

The largest of the Coast Guard's three Polar icebreakers, USCGC *Healy* is also the newest such vessel, having been commissioned in August 2000. And, at 420 feet, she is the largest ship in the Coast Guard fleet.

As a qualified boat crew member of the Auxiliary, I came to this vessel with some insight into Coast Guard responsibilities and practices. As a lifelong boater who has worked around oceanographic research vessels for more than 20 years, I also had had some experience with ship operations.

However, this trip on the *Healy* brought me to a whole new level of appreciation for the challenges faced, and the work performed, by Coast Guard polar icebreakers.

USCGC *Healy*, the largest and newest vessel in the U.S. Coast Guard's fleet of three polar icebreakers, moored at her Seattle home port, prior to getting underway for a three-month deployment to Alaska's Aleutian Islands and the Bering Sea.



Photo: BMCS Tim Sullivan, USCGC *Healy*

The author, Doug Brusa (left), Flotilla 66 DINR (Tarrytown, N.Y.), chats with Captain Tedric Lindström, Commanding Officer, USCGC *Healy*, on board the polar icebreaker, as she cruises in the Aleutian Islands of Alaska for Arctic West Summer 2007.

I sailed as a member of the Cutter's scientific support crew from Columbia University's Lamont-Doherty Earth Observatory, an earth and ocean science laboratory of which I am the Administrator.

With this sailing, USCGC *Healy* was to begin a three-month journey to the Bering Sea, in support of the first two of three science missions comprising the icebreaker's Arctic West Summer 2007 deployment.

My principal tasking on board was to help our engineers install the cables for a new GPS antenna that would provide very precise location information (coordinates) to the various onboard science systems.

Despite a busy schedule, I was able to find some down-time. And, with the support of Captain Tedric Lindström, Commanding Officer of USCGC *Healy*, and Lieutenant Junior Grade Stephen Elliott, the ship's public affairs officer, I was able to spend some time taking photos and writing this report.

Although we did not enter the ice zone while I was aboard, ice breaking is certainly a major capability of this vessel. She can break through ice 4.5 feet thick

at three knots (continuous).

The availability of an icebreaker that also has the high-level research capabilities of *Healy* has provided scientists with the opportunity to sample extensively in the marginal ice zone of the Bering Sea – an important and biologically-productive area.

We boarded the vessel at Pier 36 at the vessel's home port, Seattle, and were underway for Dutch Harbor on the morning of April 3.

Once in Dutch Harbor, 50 scientists from government and university laboratories would board *Healy* for a 33-day research expedition in the Bering Sea.

USCGC *Healy* is a *big* ship. It is amazing to me that she is operated with a crew of about 80. Her length became immediately apparent to me as my cabin was most of the way forward on 04 Deck, right under the bridge, and my work area was nearly all the way aft, under the helicopter pad.

Ladders – *steep* ladders! – were a big part of getting almost anywhere I had to go. Often, it seemed that the one item I really needed was 300 or 400 feet – and several decks – away.

Healy is a productive place for visiting

scientific and technical support crew. A welcome kit was presented on arrival, with a personalized print-out that included cabin assignment and emergency muster location.

A briefing for new crew members and visitors covered all the basics, including a demonstration of the immersion ("Gumby") suit. A man-overboard drill that would be familiar to any active Auxiliarist was held soon after we were underway.

The food in the mess was plentiful and very good. A gymnasium, one deck below, provided a place to exercise, and a 24-hour laundry was available. Pipes are made occasionally, but an efficient pager system (all crew and visitors wear the pagers) lessens the need for the public-address system.

We arrived at Dutch Harbor on April 9 at 0900. The on-coming science party was on the pier, eagerly awaiting their time on the vessel.

The new "crew" would sail within 28 hours, off to perform important Bering Sea ecosystem research, courtesy of the officers, Chiefs and crew of USCGC *Healy*. 🌀

80 JUNIOR HIGH
STUDENTS LEARN
THE BASICS
OF SAFE BOATING

Teens Laud a Sailing Curriculum

By William C. Winslow
ADSO-PA 1SR

The Auxiliary recently scored a big hit with Adderly Rosario. The junior high schooler, who admitted to feeling a bit dizzy when she stepped into the cockpit of a J-24 sloop for the first time in her life, exclaimed, "Wow, this boat rocks. I love it!"

Adderly was one of some 80 junior high kids who were involved, this spring, in a first-ever New York City after-school offering known as the Young Sailors Program.

Participating kids, who came from a dozen public schools in lower Manhattan, spent 10 weeks of hands-on experience to learn the ropes of basic seamanship and sailing skills.

Instruction was provided by local marine organizations, including Auxiliary Division 5 D1SR (Lower Manhattan).

The innovative program was initiated, in cooperation with the Department of Education, by New York City Councilman Alan J. Gerson, a member of the council's Waterfronts Committee. The Auxiliary was the first of eight Young Sailors Program sponsors.

Although Auxiliary educational programs most often are geared to adults, Helen Cohen, DCP-5, relished the opportunity to influence the next generation of recreational boaters with a thorough grounding in safe boating practices.

"These kids live surrounded by water, in a city rich in nautical lore," she said, adding that most of the youngsters' only previous contact with boats had been the Staten Island Ferry. "It's time we reacquaint them with the waterfront and one of the great harbors of the world," she said.



Photo: U.S. Coast Guard

Bill Winslow, ADSO-PA 1SR, welcomes Young Sailors Program students aboard the 19th Century schooner *Pioneer*, which the kids actually used for their training.

Before you can walk, you have to learn to crawl. So, the teens spent their first week in the program landside with Auxiliary and Coast Guard instructors, learning safe-boating practices and how to protect the marine environment.

Some of these kids had never before seen a life jacket, according to John Varas, FSO-PE 10-4 (Stony Point, N.Y.), who demonstrated the different types of Personal Flotation Devices, including a cold water wet suit.

He then tested everyone, using a National Safe Boating Week Power Point quiz. They all passed with flying colors.

"I like working with kids because they learn quickly," Varas said. "Boating is a great way to build confidence and teamwork."

Amy Blumenthal, a New York City teacher who attended the sessions with some of her students, said, "The kids would look forward to it all week. I've seen them transform. They went from being fearful to taking leadership roles. Being on the water energizes and calms them."

After learning survival skills from a rigorous Auxiliary team during the program's first week, the students then headed for the famed South Street

Seaport to test their sea legs.

They did so dockside aboard the *Lettie G. Howard*, a 19th century Gloucester fishing schooner, and finally underway in New York Harbor on the *Pioneer*, another 19th century schooner used as a harbor-tour vessel for the public.

One valuable lesson the teens learned while on the *Pioneer* was to keep an eye on the weather.

As the vessel was about to cast off lines during one session, black thunderheads suddenly started rolling in, the wind piped up to 30 kts, and rain came down in sideways sheets. No sailing that day.

Following their South Street Seaport experience, the students moved on to hands-on lessons during which they put hands on tillers and main sheets under the patient tutelage of instructors from North Cove Marina, using J-24 sloops from the Manhattan Sailing School. It concluded with an informal regatta.

Graduation was June 21 on the deck of South Street Seaport's square-rigger *Peking*. Councilman Gerson asked the excited youngsters whether they would do it again, if they had the chance to do so:

The chorus of "yes" responses was deafening. 🌀



Patti Sewell (left), FSO-PA 13-6 D1SR, interprets for deaf students at the Freeport Recreation Center, on New York's Long Island, as Flotilla 13-6 Commander Jessica Ksiazek teaches the flotilla's second safe boating class, in which five hearing-impaired individuals were among the 20 attendees.

Signing Safety in N.Y.

ASL INTERPRETER HELPS TEACH PE CLASSES TO DEAF STUDENTS

Story & Photo by Philip Caroleo
VFC 13-6 D1SR

When several members of Flotilla 13-6 (Freeport, N.Y.) gathered for an evening of fellowship back in March 2005, they started discussing ways in which the skills and knowledge of all members might better be utilized.

For Tom and Tammie Negri, Patti Sewell, John Klesseraht and me, the goal we set was to accomplish something that no other flotilla was doing. At the same time, we wanted whatever we came up with to also provide a service to the boating community, and promote the Auxiliary and its missions.

As the evening progressed, the conversation turned toward Patti Sewell, FSO-PA. She is an American Sign Language interpreter who holds National ASL Interpreter Certification from the Registry of Interpreters for the Deaf, Inc.

One flotilla member asked whether it might be possible to hold a safe boating course that included people from the

deaf community. The more the members talked about the idea, the more the idea moved toward becoming a reality.

Through her contacts in the hearing-impaired community, Patti was able to provide two deaf persons willing to attend a public boating class.

A total of 12 students, including the two deaf individuals, attended the class taught by Tom Negri, with Patti handling the interpreting. At the end of the class, students were asked to evaluate the course and provide feedback to the flotilla.

They provided very positive feedback regarding the knowledge they had gained, but even more so, the students applauded the Auxiliary for having reached out to the deaf community.

Feeling confident in its ability to assist the deaf boating community, Flotilla 13-6 then scheduled a second boating class, which was held in Spring, 2006.

The flotilla embarked on a public awareness campaign, which resulted in five members of the deaf community reg-

istering, and attending, the class, joined by 15 members of the general public.

Instructor Jessica Ksiazek, FC 13-6, with Patti Sewell interpreting at her side, taught that second class. Once again, students bestowed very positive feedback on the flotilla, with comments coming from both the deaf students and those with normal hearing.

"Our flotilla saw a great opportunity to utilize my specialized skill as a Certified Sign Language Interpreter," Sewell said. "With this skill, we are offering the deaf community an opportunity to join our public safe boating courses. It's a great pleasure for me to interpret these classes with my fellow PE instructors.

"We gain fellowship, teamwork and, of course, we have a great deal of fun. We have been able successfully to open the doors and make safe boating classes available to the deaf community."

Flotilla 13-6, which intends to continue making these classes accessible to the deaf community, would like to see other flotillas follow its lead. 🌀

Courting 'Miss Linda'

OREGONIANS USE AN UNUSUAL OPFAC FOR 'RESCUES' WITH USCG

Story by Jerry Evans

SO-OP 5 D13

Photos by Larry Karan

DCP-5 D13

For the past several years, Flotilla 51 D13 (Coos Bay, Ore.) has had an unusual facility at its disposal – the Auxiliary Operational Facility (OPFAC) *Miss Linda*, a 125-ton, 76-foot Gulf Shrimper, with 22-foot beam, eight-foot draft, and 5,000-mile range.

When Bob Pedro, FSO-PA 51, joined the Auxiliary, he brought *Miss Linda* with him. A commercial fisherman for many years, Bob entered charter work with his boat when he decided to leave the fishing business.

The helicopter pilots at USCG Group North Bend (Oregon) were particularly interested in Bob's offer of his vessel for use as an OPFAC since *Miss Linda* is most like the vessels the Coast Guard usually has to assist on its stretch of the Pacific.

The instructor pilots walked the vessel, conferred with Pedro, and then trained the other aviators on how to lower equipment and rescue gear to the fishing boat's afterdeck.

In April 2005, *Miss Linda* (OPFAC 763082) was the focal point of a drill that involved Coast Guard helicopters, and 47- and 52-foot Motor Life Boats. Coasties worked their assets, while Auxiliarists worked *Miss Linda's* afterdeck as deck crew and helo ground crew.

There have been some 1,000 total helo hoists from the deck of *Miss Linda* over the last five years.

However, a new issue surfaced.

As a professional skipper, Bob Pedro had committed to serve as master of a research vessel headed to the Bering Sea. So, he trained Kriss Anderson, FC-51 D13, and me to skipper *Miss Linda* so that our flotilla could continue working with Group North Bend and MLB Station Coos Bay.

Several flotilla members had taken the helm in open water, but docking and limited-space maneuvering called for another set of skills. Pedro worked Kriss and me for hours until we got a feel for this vessel and could depart the dock and return without exchanging paint with

nearby pilings.

A week after we completed training, Lieutenant Commander Thomas Durand, Surface Operations Officer at Group North Bend, contacted me and asked if OPFAC 763082 could participate in a multi-agency rescue exercise in Newport Harbor, which is 80 miles north of Coos Bay.

Mustering a crew was not a problem; everybody wanted to go. Our crew consisted of MKC Devin Scroggins, Ready for Operations Chief, Group North Bend; Kriss Anderson and Max Gilfillan, Flotilla 51; Larry Karan, DCP-5 D13, and me.

A few days before the exercise, I walked the dock and spoke with personnel at USCG Station Yaquina Bay (Newport, Ore.) to get an idea of current and weather issues. We would have to moor all 76 feet of *Miss Linda* at a 50-foot dock, and I wanted to be sure that our arrival and docking was routine.

The crew showed up the night before

and bunked early because reveille would be at 0500. After breakfast and pre-underway check, we motored across the Coos Bay bar at 0600. Some 75 miles of Open Ocean later, we crossed the Yaquina Bay bar and arrived at STA Yaquina Bay.

As luck would have it, the seas were calm and we made a good eight knots all the way. Current and wind cooperated, making docking easy.

Breakfast at 0600 was followed by planning sessions. Lieutenant Junior Grade Larry Ahlin, Assistant Surface Operations Officer at Group North Bend, was tasked with deployment of *Miss Linda* and coordinating the vessel's operation with the helo and MLB response.

The scenario called for a capsized excursion vessel in the harbor, and numerous injuries and fatalities.

Miss Linda was to be the "object-vessel." We had eight Coasties and two Oscars on board. The human personnel and the mannequins were tagged

Flotilla 51 D13's unusual Auxiliary Operational Facility *Miss Linda*, a 76-foot Gulf Shrimper, sits proudly beside a Coast Guard patrol boat at USCG Station Yaquina Bay in Newport, Oregon.





A Coast Guard HH-60 helicopter from USCG Air Station Astoria (Ore.) delivers a trail line to Auxiliaries on board the Operational Facility *Miss Linda* during a hoisting evolution. The trail line is used to steady the rescue basket during the hoisting operation.



Max Gilfillan, Flotilla 51 D13 (Coos Bay, Ore.), tends the trail line and rescue basket while waiting for an unidentified Coastie to be hoisted to the hovering helicopter. The 'victim' was then transported to a local hospital as part of the multi-agency air/sea rescue drill.

with triage information and simulated injuries. They would be offloaded by helo or a 47-foot MLB.

USCG assets used were two 47s and an RBS (Response Boat, Small) from Station Yaquina Bay, HH-65s from Group North Bend, and an HH-60 from Sector Astoria.

Anderson took the helm of *Miss Linda*,

Chief Scroggins handled lookout and engineering duties, and Gilfillan, Karan, and I handled the afterdeck. While the 47 and helos removed "victims," the RBS and a second 47 maintained a safety zone around *Miss Linda* to keep recreational boaters at a safe distance.

All personnel transfers to boats or

helos were accomplished without incident. At the after-action meeting, we were told that all operational goals were met, or exceeded, during the SAREX.

We were a tired crew that evening. A quick dinner before taking *Miss Linda* on the 11-hour transit back to home port was in order. We planned to be underway before the mess decks opened at the Station. We still had plenty of coffee, energy bars and assorted snack foods for the return trip.

Just before we left the dock, Chief Scroggins told us he had to make a quick run up to the Station. We figured it was surface ops business. When he returned, we departed Newport Harbor and crossed the Yaquina Bay bar at 0600.

At the helm for the first underway watch, I detected a wonderful aroma emanating from the galley – bacon frying. Chief Scroggins yelled up to the bridge, "I'm cooking breakfast. You can have your eggs any way you want, as long as they're scrambled."

It seems the good Chief's errand to the Station that morning had been to procure breakfast grub. Morale couldn't have been any higher.

We crossed the Coos Bay bar 10½ hours later. Wind was 20 knots, but it was behind us, making for a smooth trip home. We had a great adventure and learned something very important about the Coast Guard: Chief Machinists are fine cooks.

The math is simple. Well-trained Auxiliaries + well trained Coasties + an exceptional facility = Another good day on the water. 🌊



NATIONAL SAFE BOATING WEEK 2007

National Safe Boating Week (NSBW) 2007 was handled in different ways and at different times around the country. But in virtually all cases, the focus was on the 'hows' and 'whys' of safe operation of recreational vessels – a basic mission of the Coast Guard Auxiliary. Among the many NSBW activities were the following:



Photos: Allison Revy, Jr., SO-PA 7 D5NR

Division 7 D5NR (Southern Ocean County, N.J.), for the fourth time in as many years, joined forces with USCG Station Barnegat Light and Coast Guard Academy personnel to mark the start of this year's National Safe Boating Week. LEFT: Coast Guard Academy Cadets John Jafferes (left) and Tessa Knott (right) present NSBW Proclamations from the Ocean County Board of Chosen Freeholders to Joyce McGowan, VCP-7, and Chief Warrant Officer Wes Parker. RIGHT: Jim Emery, RCO(E) 5NR (left), prepares to teach the 'ins' and 'outs' of the newest model of Coastie to: Ed Brown, IPFC-77; Wally Wubbenhorst, SO-AN 7; and, Bernyce Wubbenhorst, VFC-72, all D5NR. The week went off as planned, with only minor changes, despite threatening weather and security concerns related to possible terrorist threats against the U.S. Army's nearby Fort Dix.



Photos: U.S. Air Force

It was an unusual audience that heard the National Safe Boating Week message delivered by Lin Cubbison (second from right), PFC-74 D8CR (San Antonio, Texas) – a U.S. Air Force two-star General and about 80 senior staff officers of the 19th Air Force, Air Education and Training Command, at Randolph Air Force Base. Cubbison's presentation – which included not only safe boating material, but also insights on the Auxiliary in general and the America's Waterway Watch program – kicked off the Command's *101 Critical Days of Summer*. Gathering after the presentation are, from the left: Don Johnson and Betty Dannenberg, Flotilla 74; Major General Irving L. Halter, Commander, 19th Air Force; Cubbison; and, Dian Clamp, FSO-PS 74. INSET: Medallion presented to Cubbison by MGEN Halter.



Photo: Daniel Eaton, VFC 91 D7

Flotilla 91 D7 (Fort Myers Beach, Fla.) introduced fans to National Safe Boating Week with an Auxiliary information booth and a 25-foot SAFE Boat at Hammond Stadium during a Fort Myers Miracle baseball game. Prepping team mascot Miss A-Miracle before the game is Paul Edwards, FSO-MA 91. Andrew Seymour, the team's assistant general manager, advised fans over the public-address system: 'Boat smart, boat safe, and wear your lifejacket.'



PHOTO PANORAMA

When the Hickory (N.C.) Police Department Marine Unit needed solid training for five new officers, it went straight to the Auxiliary, thanks to Lieutenant Hank Guess, the unit's supervisor. Guess, who is also an Auxiliarist (Flotilla 17-3 D5SR), worked with Kelly Townsend, VFC 17-3, to enroll the five in a BS&S class, which they all passed.



Photo: Kelly Townsend, VFC 17-3 D5SR

Training on Lake Hickory (above), an unidentified police trainee prepares to pass a line to Master Police Officer Paul C. Murphy for an alongside tow, as John Gray, FSO-PV (at the helm), and Al Young, acting FSO-OP (seated), observe.



Photo: Eileen Tisch

Summer means baseball, and that includes San Diego, where four D11SR members made local history as the first Auxiliary Honor Guard to march at PETCO Park. More amazing was that this Honor Guard did not even exist until a week before 31,000 cheering fans welcomed them at a San Diego Padres-San Francisco Giants game. The first practice run was only two days before game-day. Obviously pleased, nevertheless, is Padres mascot, 'The Friar,' who greets Honor Guard members, from the left: Ron Lyons, SO-MA 1; Will Tisch, VFC 15; Brook Doty, SO-MS 1; and, Erik Holmgren, SO-PV 1, as they prepare to join pre-game ceremonies.



Photo: Robert Deal, VCP-3 D14

For those who think being Auxiliary National Commodore (NACO) is strictly a 'desk job,' we present this proof that the opposite is true. Here, Commodore Steven M. Budar (second from left), is in ops mode, at the helm of a 23-foot SAFE Boat (Auxiliary OPFAC *Real Deal*) during training for USCG Sector Honolulu Ready for Operations proficiency evaluation. NACO Budar, the coxswain, prepares for a side-tow evolution with crew members, from the left: Bonnie Merhib, ADSO-OP 14; Diane Roloson, PRCO-DO 14 (seated); COMO George Burkley, DCO 14; and, Rich Matzelle, VFC 3-13 D14. The Fourteenth Coast Guard District provides SAFE Boats for D14 Auxiliarists to augment USCG presence in the Pacific. There are two of them on Oahu; one each in Kona and Guam. NACO's column is on page 6.



Photo: Bill Mason, ADSO-PA 8ER

Coxswain John Guffey (left), Flotilla 11-4 (Nashville), and Jim Williamson, VFC 11-4, both D8ER, check their chart of Percy Priest Lake as they approach Hobson Pike Bridge, in Nashville. Their OPFAC was one of several from three area flotillas that were engaged in training patrols on the lake.

Wooden Boat Festival



Photo: David Andrew, FSO-FN 23 D13

As Seattle's summer boating season begins, so too does the 2007 Lake Union Wooden Boat Festival. The event focuses on the Center for Wooden Boats Museum, which celebrates the city's maritime community. The Auxiliary was on hand throughout the weekend to spread the word on boating safety, offer Vessel Safety Checks, and assist with crowd control. ABOVE: With Seattle's famed Space Needle looming in the background, Auxiliary Operational Facility 264162 (coxswain: Ted Greenlee, SO-OP 2 D13), works with a Coast Guard helicopter to demonstrate a water-rescue on Lake Union.

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