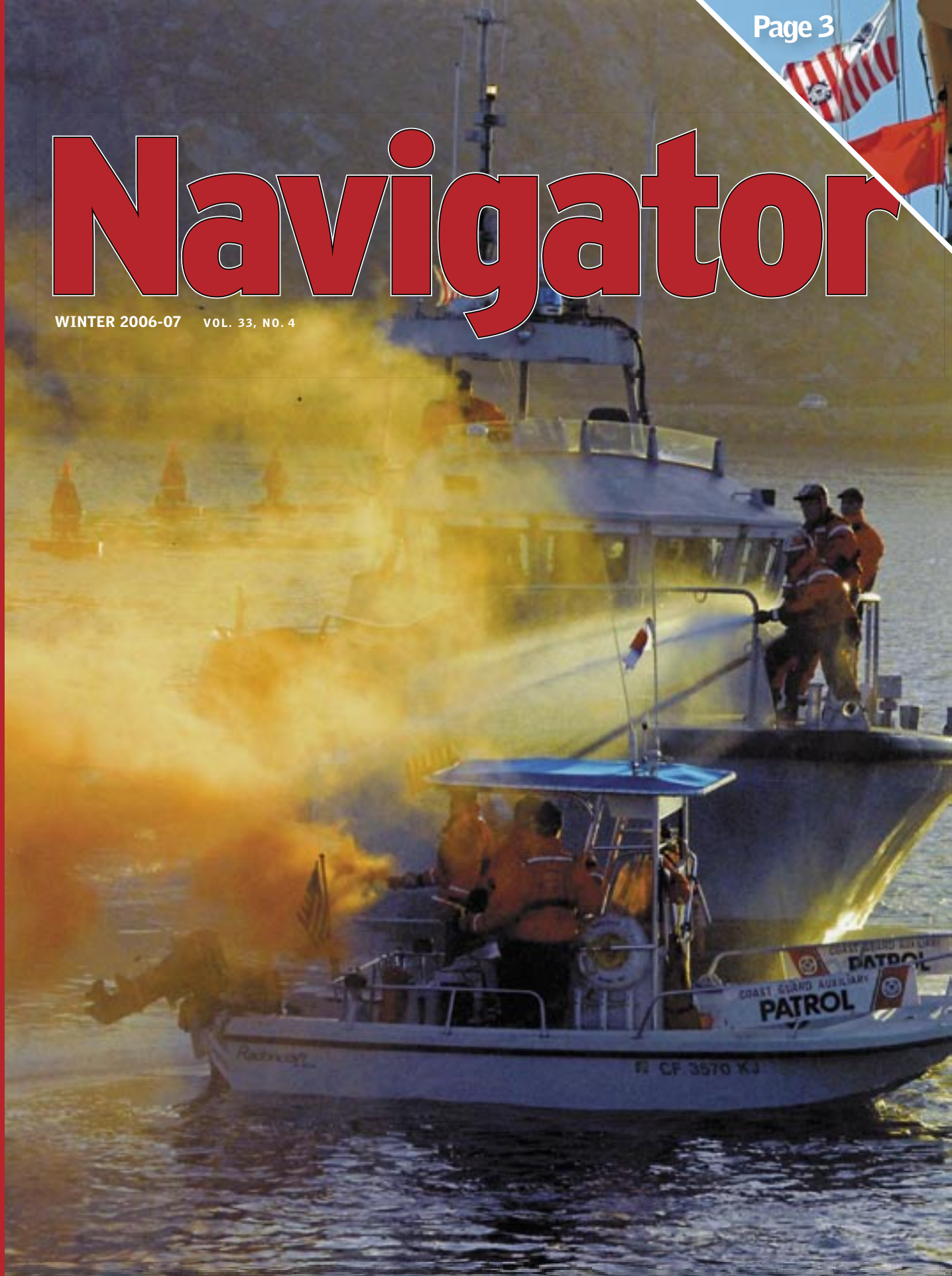


Navigator

WINTER 2006-07 VOL. 33, NO. 4



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®



U.S. AND CANADA COMPETE

On-Scene Coverage from Portsmouth **page 12**





Navigator

Contents

WINTER 2006-07 VOL. 33, NO. 4

- 3** Shanghai Visit
- 5** New NACO Installed
- 6** COMO Budar
- 8** Family Saved by Auxiliary
- 10** N.Y. Flotilla Solves Problem
- 12** ISAR Report
- 14** Exercise Turns into Real SAR
- 16** Auxiliary Uses Sonar Units
- 18** Alaskan First Responders
- 21** Color Guard Takes Field at Yankee Stadium
- 22** A Whole New World
- 24** Radio Tower Dedicated
- 25** Auxiliary-USCG Affiliation
- 26** 50 years of Service Celebrated
- 28** Exercise Doesn't Go as Planned
- 30** In Memoriam: Bertram Haines
- 31** Helping Merchant Mariners
- 32** Chief of Staff Gets Award
- 33** New 'Sales Tool'
- 34** National Safe Boating Week
- 35** Missouri 'Shoot-Out'
- 37** The Last Word
- 39** 'Outside the Box'



2007

EDITION DEADLINES

SPRING
FEBRUARY 15

SUMMER
MAY 15

FALL
AUGUST 15

WINTER
NOVEMBER 15

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

Telephone numbers and addresses of members are protected by the Privacy Act of 1974. As a matter of policy, rosters of names, addresses and telephone numbers shall not be made available to the general public or any outside organization. Privacy of all rosters shall be safeguarded and the page clearly labeled. The publication of these rosters, addresses and telephone numbers on any computer on-line service including the Internet is prohibited by the Privacy Act of 1974.

ON THE COVER

Photo: *The Tribune*, San Luis Obispo, Calif. (8-31-06)

In a practical display of the Team Coast Guard concept, USCG Station Morro Bay (Calif.) personnel spray water from their 47-foot Motor Life Boat (MLB) at Auxiliary Operational Facility *Raditude* during a drill in which hundreds of firefighters battled simulated blazes on a variety of boats and piers in and around the bay. The OPFAC is crewed by three qualified coxswains from Flotilla 61 D11NR (Morro Bay): Dick Israel, FC; Charlie Cohn, IPFC (vessel coxswain on this mission); and, Tom Stead, FSO-OP, a qualified MLB crewmember.

New York Auxiliarist Plays Key Role During Historic Visit to Shanghai

BY A COAST GUARD BUOY TENDER

By William C. Winslow

ADSO-PA 1SR

What's a mild-mannered New Yorker doing bouncing around a small ship plowing through the tail-end of a typhoon raging between Japan and the People's Republic of China?

Simple, says Eric Francke, of Flotilla 53 D1SR (Lower Manhattan, N.Y.) and a USCG Auxiliary Interpreter Corps member: "I speak Chinese."

A retired U.S. Customs Service official, Francke spent 11 days last May as a volunteer, but official, translator on a Coast Guard vessel headed to Shanghai for the 16th Annual International Association of Lighthouse Authorities Conference.

Francke's job on the USCGC *Sequoia*, a 225-foot Juniper Class buoy tender home-ported in Apra Harbor, Guam, was to interpret radio calls and communications with the Chinese pilot during the vessel's transit of the Yangtze and Huangpu Rivers.

He was also tasked with assisting on visits by local officials and on tours of the vessel. The latter assignment was particularly important because *Sequoia* was the first Coast Guard asset to visit China since World War II, according to Lieutenant Dan Gray, the vessel's Executive Officer.

During her stay, the Cutter moored with the Japanese Coast Guard Cutter *Tsushima* and the Chinese Maritime Safety Administration buoy tender *Hai Bao 25*, according to LCDR Jeffrey F. Neumann, Commanding Officer of *Sequoia*.

LT Gray added: "*Sequoia* [personnel] conducted professional exchanges with their [Chinese] counterparts on topics that included search-and-rescue, oil spill recovery, and aids-to-navigation. As members of each ship exchanged information



ABOVE: Lieutenant Commander Jeff Neumann (right), Commanding Officer, USCGC *Sequoia*, pins Letter of Commendation ribbon on Eric Francke, Flotilla 53 D1SR, during all-hands Quarters. **LEFT:** The CGAUX Chinese language interpreter relaxes on buoy tender's deck in Port of Shanghai. The landmark Pearl of the Orient Tower soars over the city's skyline in the background.

Photos: U.S. Coast Guard

and ideas, a firm foundation was built for future mutual cooperation in the international maritime community."

Francke said, "The Chinese were surprised to find an American speaking their language." However, that linguistic ability came in very handy as Chinese

government officials and military leaders trooped aboard a ship – CGC *Sequoia* – that none of them had ever seen before.

Francke began learning Mandarin while studying Chinese forestry practices in college. He is a frequent visitor to China and has both friends and relatives

in that country.

The Auxiliarist was happy to use his language skills and knowledge of Chinese culture to good effect at a farewell banquet, where he liaised and translated conversations between the crews of *Sequoia* and *Hai Bao 25*.

The conference room was set up with the Chinese sailors seated at tables on one side and the U.S. Coasties on the other.

Francke sensed potential disaster. "No one spoke the other's language," he recalled. "It looked like there wasn't going to be any interaction."

So, he strolled over to the Chinese, started chatting them up, and then proposed a toast. "The Chinese love toasts and it broke the ice," Francke said.

Next, he hauled a couple of the Americans over to the Chinese and offered another toast. Soon, everyone in the room was hoisting glasses to one another.

The relationship between the Coast Guard and the Auxiliary has intensified since 9/11. As the USCG workload has sharply increased, it has increasingly tapped the specialized skills of the Auxiliary.

In 2005, Francke traveled to Norfolk, Va., to assist the Coast Guard, which had detained a Chinese ship suspected of pollution violations. "So I wasn't surprised when I got the call again," he said.

Francke was flown to Japan to meet and board *Sequoia*. "It was a great experience," he said, even when the vessel was bucking 15-foot seas and 60 kt winds. He also was impressed with the skills and diligence of the buoy tender's crew.

The Auxiliarist from New York is now the proud holder of a USCG Letter of Commendation, presented to him by LCDR Neumann. The award states, in part:

"The Coast Guard's historic... trip to China was a major international success and your interpreter skills played a major part. You have brought great credit on yourself and the Coast Guard Auxiliary, and [you] are welcome back as a shipmate of *Sequoia* on our future deployments." 🇺🇸



Photo: U.S. Coast Guard

Francke prepares to check out mooring lines at stern of USCGC *Sequoia* at port in Shanghai.

COMO Steven M. Budar Takes Over as NACO at Washington Ceremony

Story & Photo by Mel Borofsky

BC-ANS
Editor, SITREP

Sir, I relieve you....

Sir, I stand relieved.

Following that brief exchange of formal verbiage between Commodores Steven M. Budar and Gene Seibert at the National Change of Watch (COW) in Washington, COMO Budar officially became the 28th National Commodore (NACO) of the United States Coast Guard Auxiliary.

COMO Budar, who previously served as National Vice Commodore (NAVCO), replaced COMO Seibert in the Auxiliary's top slot.

In remarks delivered prior to the actual COW ceremony, ADM Thad Allen, Commandant of the U.S. Coast Guard, reminisced about his long relationship with COMO Seibert.

"Our relationship goes back many years, to when I was District Commander," the Commandant said. "His mentoring me in the ways of the Auxiliary was extremely beneficial."

Welcoming COMO Budar, a Hawaii resident, to his new position, ADM Allen praised the Pacific as "an area that always answered the call." As a result, he added, he welcomed new insights from the that region.

Stating that, "It was a privilege to serve the Coast Guard, the Auxiliary, and my nation," COMO Seibert said: "In Steve's hands, I am optimistic about the future of the Coast Guard Auxiliary."

The watch-changing ceremony is steeped in tradition. The words used dur-



In Washington, Admiral Thad Allen (left), Commandant, U.S. Coast Guard, swears in Steven M. Budar (right) as the 28th National Commodore (NACO) of the Coast Guard Auxiliary, and Gene M. Seibert as Immediate Past National Commodore (IPNACO). Behind Admiral Allen is Captain William Cuddy, Chaplain of the Coast Guard.

ing the leadership change are the actual words that have been used for more than 200 years. The time-honored ceremony assures the continuity of leadership.


In his closing remarks, the new NACO said, "This ceremony does not define a change in administration or a new beginning. Rather, it demonstrates the continuation of a successful strategy crafted over the past two years by Commodore Seibert and myself.

"My service as National Commodore will continue to build upon the programs, practices and policies established for, and accepted by, our membership."

He said that recreational boating

safety, along with the operational and maritime domain awareness mission, would continue as the cornerstones of the Auxiliary under his administration.

"I feel proud to lead the thousands of dedicated volunteers serving our country," COMO Budar added. "I feel humbled by the faith placed in me and this new Bridge to carry on the important work started by those who preceded us."

The official swearing in of the new Bridge followed COMO Budar's remarks. CAPT Barry P. Smith, USCG Chief Director of Auxiliary, read the prologue, and ADM Allen administered the actual pledge. 

Navigator

is the official magazine of the **United States Coast Guard Auxiliary** www.cgaux.org

EXECUTIVE COMMITTEE

National Commodore
COMO Steven M. Budar, NACO

National Vice Commodore
COMO Nicholas Kerigan, NAVCO

National Vice Commodore-Atlantic East
COMO Peter Fernandez, ARCO-A(E)

National Vice Commodore-Atlantic West
COMO James E. Vass, ARCO-A(W)

National Vice Commodore-Pacific
COMO Lois A. Conrado, ARCO-P

Immediate Past National Commodore
COMO Gene M. Seibert, IPNACO

Chief Director of the Auxiliary
CAPT Barry P. Smith, USCG

National Chief of Staff
COMO Warren E. McAdams, NACOS

DIRECTORATE COMMODORES

National Directorate Commodore for Operations and Marine Safety
COMO David N. Hand, NADCO-OMS

National Directorate Commodore for Member Services
COMO Fred C. Gates, NADCO-MS

National Directorate Commodore for Recreational Boating Safety
COMO Jesse L. Harrup, NADCO-RBS

DEPARTMENT OF PUBLIC AFFAIRS

Department Chief
Ed Sweeney, DC-A

Editor, NAVIGATOR
Joel A. Glass, BC-ANN

Copyright 2007 Coast Guard Auxiliary Association, Inc.

All rights are reserved. No portion of this publication can be copied or otherwise be used without written permission of the editor. NAVIGATOR is an official informational and educational tool for the U.S. Coast Guard Auxiliary and is intended to keep the membership and the U.S. Coast Guard apprised of the activities of the Auxiliary. Accordingly, all articles published in NAVIGATOR must be consistent with the stated policies of the U.S. Coast Guard and the U.S. Coast Guard Auxiliary. All articles and pictures submitted to NAVIGATOR become the property of the Coast Guard Auxiliary Association, Inc.



COMMODORE
**STEVEN
 M. BUDAR**
 NATIONAL
 COMMODORE



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

Building on Auxiliary's Solid Foundation, and Striving for Mission Excellence

In years past, the transition to a new National Commodore may have signaled a change in plans and new course. But I want to send the message to "stand-on." Keep doing the things you are doing now, and – hopefully – they are the things that you joined the Auxiliary to do.

I have spent the last two years as National Vice-Commodore, working closely with the National Commodore to develop strategies, tactics and programs that would provide a solid foundation for the Auxiliary. It is upon this solid foundation that I will build during my term as National Commodore, always striving for mission excellence.

You can count on my policies and directions being consistent with those you have become familiar with, understanding that change is constantly occurring and it is change that is our new normalcy.

The *official* mission of the Coast Guard Auxiliary is:

"... [to] contribute to the safety and security of our citizens, ports, waterways and coastal regions, as directed by the United States Coast Guard. We

will balance our missions in recreational boating safety, Coast Guard support and maritime homeland security, and other challenges that emerge as a result of our growing understanding of changes required in the post 9/11 era."

What you and I do every day as Auxiliarists fully supports this mission statement. But, I believe we do, or should be doing, far more than just what is stated.

Specifically, we have a need and a duty to RECRUIT new members into the Auxiliary. *Every one of us!*

New members provide an unequalled source of fresh ideas and perspectives, outstanding leadership potential and a valued shipmate to serve beside. Every flotilla needs these things. And, in the wake of our losing many members over the past two years, the addition of enthusiastic new people can only improve the life of every Auxiliarist.

As we have learned – much to no one's surprise – new members don't just walk in the door to join. We, you and I, need to make the effort to *invite* boaters, radio operators, pilots, educators, accountants, computer geniuses – everyone who has a

talent that can contribute to our mission – to join our organization.

We must value the people who join our flotillas, no matter how much time they are able to give. If someone is willing to give one or two hours a week to work on a flotilla newsletter or entering data, that is a valuable contribution, and I am grateful to have that person in my flotilla.

In today's world, not everyone is able to spend eight hours on patrol every weekend.

We have a huge amount of talent and experience in the Auxiliary. I ask our most experienced, talented Auxiliarists to step in to mentor the new people in your flotilla, helping them through the intimidation of IQ, BQ, PSI, POMS, VE, PE, ICS, and the sometimes-intimidating flotilla meeting.

New membership is the life-blood of our volunteer organization, and we must welcome and nurture every new person who joins our ranks.

Of course, once we recruit a member, we have the challenge to RETAIN that person. This is a two-way street because, while we want members to contribute to the work that we, as Auxiliarists do, the Auxiliary has an obligation to provide the members with the things for which they joined.

Many members, like me, joined to improve their boating knowledge and skills. I have enjoyed and benefited from the training received as a coxswain and aircrew. I feel that my time given on the water, in a classroom, or at my desk is a fair return for the experience, knowledge, friendship and satisfaction I have derived from my Coast Guard Auxiliary involvement.

My concern is that not everyone gets the return they expected when they joined the Auxiliary, and that is why many leave us after a year or two.

I have asked our National Training Department to look at the type of training that we provide to Auxiliarists and to work to broaden the training available.

The missions the Auxiliary is asked to do by the Coast Guard have expanded greatly since 9/11. Much of our training is focused on our traditional missions of OPS, PE or VE. We have a host of other missions that Auxiliarists volunteer to do, and our organization has an obligation to support the professional growth and varied interests of all our volunteers.

In an effort to meet our obligation to our members, I am pleased to announce the formation of the Leadership Guidance Team (LGT), headed by Past National Commodore Gene Seibert.

The LGT will work with the Training Department to design and oversee the implementation of a bottom-to-top leadership training curriculum for the Auxiliary, beginning at the Flotilla Commander level and building up through Division Captains, Rear Commodores, Vice Commodores and Commodores.

We want to provide useful, in-depth training on management, leadership and planning. Many of the people who are joining the Coast Guard Auxiliary today have not served in the military and may not have been exposed to the skills and protocol that are useful to lead in our organization.

All Auxiliarists have a responsibility to the Coast Guard, to the boat-

ing public and to each other.

Whose job is it to recruit new members in your flotilla? Who is responsible for safety patrols and vessel safety checks? I contend that it is the job of *every* member of the flotilla to contribute to the total effort.

Your staff officer for operations can't do all the patrols. He, or she, must rely on the flotilla members to participate with their facilities and time. The FSO-VE must be assisted by *all* the members – qualified examiners, or not – to encourage the boaters with whom they come in contact to get a Vessel Safety Check.

Your elected leaders have the responsibility to plan our course and maintain our situational awareness. We must be responsive to the needs of the members and accountable for our performance.

For the next two years, I will do my very best to live up to my oath of office and be responsible and accountable to all of you I serve. As I travel to the districts, I look forward to seeing and understanding what matters to you; whether the policies and procedures I initiate and manage make sense to you and contribute to your satisfaction as an Auxiliarist.

When I joined the Coast Guard Auxiliary, 20+ years ago, I often wondered why certain things were done the way they were. I was always compelled to throw my two cents in and try to make things better.

As National Commodore, I alone cannot make things better. But, as an Auxiliarist working side-by-side with all my fellow Auxiliarists, WE can make lots of things better. I look forward to your help and support to meet our responsibilities together. 🌀

A Family of Five is Saved By Auxiliary in Delaware

Story & Photos by Paul Eldridge
VFC-15 D5NR

After a day of shopping at the Shipyard Shops in Delaware, a 19-foot canoe with a 5 hp motor, carrying a family of two adults and three children, was headed back to the Penns Grove, N.J., home of one of the couple's sons.

Upon leaving the calmer waters of the Christina River, the family realized that the Delaware River was too rough. They attempted to turn around, but their canoe

was swamped by the three- to four-foot waves. Then, it capsized.

The three children, who were wearing life jackets, were placed on the top of the overturned canoe, as their father and grandfather held them in place. Realizing that they were in imminent danger, the capsized canoe's owner called 911.

The dispatcher called USCG Sector Delaware Bay, which then broadcast an emergency message about the overturned vessel.

An Auxiliary D5NR boat crew – con-

sisting of Harold "Robby" Robinson, RCO; Carol Owens, ADSO-OP; R. Alan Lindsay, VFC-44; and, Susan Fitzgerald, SO-OP 10 – quickly sprang into action, proceeding straight to the scene, as Maryanne Rice, FSO-MS 14, stood radio watch.

After being underway for several minutes, Sector contacted the Auxiliary crew with additional details.

Their OPFAC located the capsized canoe off the Delmarva Power Plant, at Edgemoor, Del. By then, the family had



Watching over the Wenger Family of New Jersey are, from the left: Carol Owens, ADSO-OP; Harold 'Robby' Robinson, RCO; Susan Fitzgerald, SO-OP 10; and, R. Alan Lindsay, VFC-44, all D5NR.

“What a wonderful sight it was to see the boat approaching the five of us, who were in the Delaware River, clinging desperately to the bottom of an overturned boat and praying for help. Exhaustion was taking its toll, and I don’t know how much longer we could have held on. The arrival of [the] boat felt like a miracle.”



Outside the 'SARDET' Wilmington (Del.) Communications & Training Facility, Susan Fitzgerald (left), SO-OP 10 D5NR, joins uniformed emergency medical services personnel in tending to the needs of the just-rescued Wenger Family of New Jersey.

been in the water for 30 minutes and was starting to suffer from exhaustion.

The crew pulled the victims from the water into the Auxiliary vessel and wrapped the rescued parties in blankets. They were transported back to the 'SARDET' Wilmington Communications & Training Facility, where they were checked out by medical personnel waiting for them.

One of the Auxiliary crew members, a Registered Nurse, checked out the grandfather while en route to the SARDET. No one sustained any injuries.

The swamped canoe was righted and towed to SARDET by a boat crew from the Holloway Terrace Fire Company. The rescued people were given dry clothes and transported to their home by a member of the Auxiliary boat crew. The owner later returned to Wilmington to retrieve his canoe and transport it back to Penns Grove.

The Auxiliary crew's quick response

helped save the lives of five people.

In a letter to Commander Scott D. Rogerson, DIRAUX D5NR, canoe owner J. Lowell Wenger stated, in part: "I am writing with deep gratitude to thank you for the life-saving services that the Coast Guard [Auxiliary] provided for our family.

"What a wonderful sight it was to see the boat approaching the five of us, who were in the Delaware River, clinging desperately to the bottom of an overturned boat and praying for help. Exhaustion was taking its toll, and I don't know how much longer we could have held on. The arrival of [the] boat felt like a miracle.

"We appreciate [the Auxiliarists'] care so much. They kept checking our condition and comforting us all. Thank you so very much for all the work that you and the others do for safety on the waterways.

"We are prime examples of the crucial difference it makes." 🌀

Brooklynites Find Closure, Thanks to the Auxiliary

By Burton E. Hurvich
DSO-PA 1SR

There are many articles written about the good work of the Coast Guard Auxiliary, but few tell of bringing closure to a family that has lost a loved one -- in this case, a teenage son.

That is just what Arnold Pollikoff, FSO-CS 11-2; Robert Scarano, Flotilla 11-2; and Victor Kleinman, ADSO-MT 1SR, were able to do while on patrol last August, along with Robert and Mary Ann Puskar, of Flotilla 11-2, and Richard Postel, FSO-OP 11-11, who assisted in a second boat. All are in Division 11 D1SR.

The Auxiliarists discovered the body of a young man – first spotted by Pollikoff – in Mill Basin, Brooklyn, N.Y. It had been some six weeks since that teenager, who was riding on his Jet Ski, had disappeared after apparently in collision with another Jet Ski.

The report of this incident was widely covered by the New York media.

Crews of the two Auxiliary Operational Facilities kept watch over the young man's body for an hour until the New York Harbor Patrol arrived.

All six of these Auxiliarists felt particularly good, since the body had remained missing despite an intense search by professionals. More importantly, the victim's family now had closure to a tragic event.

This truly represents the essence and spirit of what the Coast Guard Auxiliary is about.

New York Flotilla Finds a Ferry-Good Solution to a Niggling Problem

Story & Photo by Leslie Brown
FC-53 D1SR

Tony Reardon, VFC-21 D1SR, and I wanted to do something different to boost participation at our forthcoming July 2006 flotilla meeting.

It was bound to be hot and sticky, and our usual meeting location can be a bit stuffy in the summer months.

As our crew training program and members' own summer boating got underway, we began to see a gap between those who were involved and

those who were not.

Following 9/11, we experienced a large upswing in members who are interested in general patriotism, but need additional encouragement to participate in Auxiliary cornerstones, and some needed to be introduced to being on the water.

These new – and welcome – additions to our flotilla did not come to us from public education courses, and some had rarely, if ever, been out on a boat. As the season, naturally, brought recreational boating to the fore, we needed a way to increase involvement for these

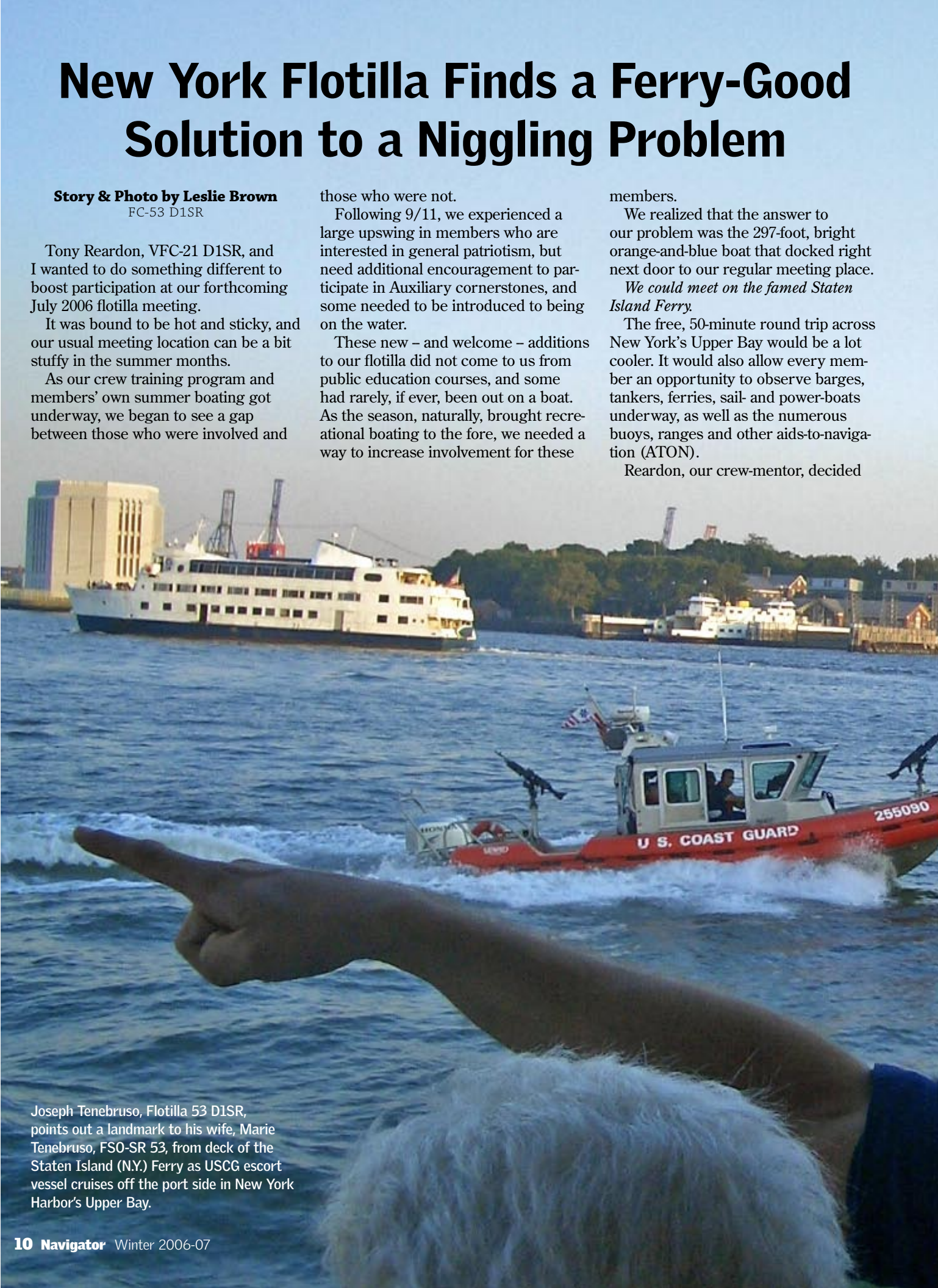
members.

We realized that the answer to our problem was the 297-foot, bright orange-and-blue boat that docked right next door to our regular meeting place.

We could meet on the famed Staten Island Ferry.

The free, 50-minute round trip across New York's Upper Bay would be a lot cooler. It would also allow every member an opportunity to observe barges, tankers, ferries, sail- and power-boats underway, as well as the numerous buoys, ranges and other aids-to-navigation (ATON).

Reardon, our crew-mentor, decided



Joseph Tenebruso, Flotilla 53 D1SR, points out a landmark to his wife, Marie Tenebruso, FSO-SR 53, from deck of the Staten Island (N.Y.) Ferry as USCG escort vessel cruises off the port side in New York Harbor's Upper Bay.

to up the training ante by challenging members to identify ATONs on copies of the appropriate large-scale chart, from which all NavAid identifiers had been removed.

What followed showed me that even a meeting can exemplify the best of the Auxiliary's spirit of teamwork, fellowship, flexibility and expertise.

Once we got the word out, members offered to bring binoculars, GPSs, and even guests.

Two of our crew-trainees, Jim Joseph and Gene Stoler, stepped up and led a fore and aft ATON lookout team. Everyone worked together to ensure that both new and prospective members were welcomed and involved.

Even the weather cooperated by being hot and sticky on shore, yet cool and breezy aboard the ferry. And, as a bonus, we got an up-close look at the vessel's Coast Guard escort.

Our time on the ferry seemed to fly by, and all too soon, we were admiring a spectacular sunset behind the Statue of Liberty as we docked back in Lower Manhattan.

Once there, we gathered around a bench in the ferry terminal to look at the original chart. As one might imagine, local water-going commuters were mystified as we laughed, exclaimed, and congratulated one another on knowing where we had been.

Both teams clearly were winners.

After posing for our meeting photo, we brain-stormed about other "hands-on" opportunities that were right outside our door, such as perhaps looking at navigational lights from our meeting room window, or tying knots on the bulkhead in our parking lot.

Our ferry trip turned into a great opportunity, and a most welcome break from the routine. ⚓





ISAR REPORT

'Let the Games Begin' ... and So They Did

By **Mel Borofsky** BC-ANS
Editor, SITREP

On October 27-28, Portsmouth, Va., provided the perfect backdrop for the 2006 version of the U.S./Canadian Auxiliary International Search and Rescue (ISAR) competition.

Large, gray naval vessels and a constant flow of river traffic set the mood, and the warm reception from the City of Portsmouth provided the welcome. Even the city's weatherman cooperated by holding back the predicted rains on cue.

"We welcome you back with open arms," said Portsmouth Vice-Mayor Marlene Randall. "Enjoy our history and, especially, be safe." The city administration closed streets, aided in the ISAR promotion, and helped organize a celebratory parade.

The competition, meanwhile, was intense.

Twelve teams, six each from the Coast Guard Auxiliaries of the U.S. and Canada, were meeting in the seventh edition of these games.

"We will be competing against one another and we will also be learning from one another," said CWO Steve Cabral, chairman of the 7th Annual ISAR competition, at his initial briefing.

ISAR Chief Safety Officer Bill Herman, IPFC-13 D5SR, added with a smile, "When all of this is over, we want you to have the same body parts that you started with."

Each team arrived in Portsmouth staffed by four Auxiliarists, but the games called for only three to compete. Using a unique method of selection, one member of each team joined ranks to form four Can-Am teams with their own series of events.

With the time-honored declaration, "Let the games begin," the event was officially opened by the ISAR competition committee chairman, Commodore James L. Anderson, PDCO 11NR.



Photo: Cindy L. Sandler, IPDCP-1 D5SR
Paddling furiously during the ISAR Mystery Event at Portsmouth, Va., are D5SR team members Scott Ripley (left). FC-63, and Gary Derby, VCP-6.



Photo: Mel Borofsky

The Chairman of the ISAR Competition Committee, Commodore James L. Anderson, PDCO 11NR, officially opened the event.

Most of the competitions are carry-overs from past ISAR meets. This is partly to allow team members to practice the events and sharpen their skills at home.

Events include line- and ring-tossing, search and rescue planning and execution, operating a dewatering pump, marlinspike (knot-tying), splicing, communications, and emergency repairs.

The events that usually cause the most excitement among the fans are the "mystery events," and this year was no exception.

Try to imagine carrying a water pump container (steel drum) with "waffle balls"

over a 50-yard course without spilling them, donning a full Mustang suit, throwing a line 50 yards to a target while blindfolded, rowing around a course, then carrying the pump and balls back to the start line.

And that was just *one* of the events.

The second event had participants transporting an Oscar through a water course, strap the dummy to a litter and carry him to the make-believe hospital.

Being flung unmercifully from the dock to the boat and back caused Canadian Coast Guard Officer Neil Peet to comment, "If he wasn't injured before the event, he certainly was at the end."

Each event had its own champion – one Canadian and one American – as did the Can-Am events.

In each of the previous six years, a Canadian team took the highest honor – Overall ISAR Champion. This year proved the same, with the team representing Newfoundland and Labrador taking home the award hardware.

At the closing ceremony, Vice Admiral Vivian S. Crea, USCG Vice-Commandant, observed, "ISAR is representative of the great relationship between our two countries and our two Coast Guards.... We will continue to learn from one another and share the fellowship and friendship with events such as this."





A Personal Report From Team Perspective

Story by Jim Clark
VFC-67 D5SR

Photo by Cindy L. Sadler
IPDCP-1 D5SR

How does one field a team for ISAR? Collectively, we team members would say: With our enthusiasm to do the very best we can do as crew and coxswains, through training.

Some people asked why we would want to be in ISAR. We would respond that it is because:

- We are proud to represent D5SR, Division 6, and Flotillas 63 (Poquoson, Va.) and 67 (Williamsburg, Va.).
- We want to support the U.S. Coast Guard and demonstrate the *Semper Paratus* motto.
- Most of all, to encourage other Auxiliarists to join with us in honing our overall skills collectively, in order to be better Team Coast Guard participants.

We practiced for months, and with competitive jitters realized that, if we made it to the Nationals, we would be up against the best teams the U.S. and Canada could field. We wondered how we would stack up.

Our D5SR team consisted of Heidi Derby, DCP-6; Gary Derby, VCP-6; team leader and coxswain Scott Ripley, FC-63; Mark Bellamy, SO-CM; and myself, Jim Clark, VFC-67.

We practiced as a solid team, winning first the Division/D5SR level, and then heading to Cape May, N.J., where we took the Atlantic East Championship.

Fortunately, Ripley, who was an alternate, filled in expertly at ISAR 2006 in Portsmouth for Bellamy, who was unable to be with us there, due to other commitments.

I was picked at random to be part of the binational CAN-AM Team 13, an experience that was outstanding. Team 13 won 1st place in the line-heaving contest.



The U.S. ISAR team from District 5SR and Coast Guard and Auxiliary officials brain-stormed prior to the start of competition at Portsmouth, Va., From the left are: Commodore Gene Seibert, NACO; Jim Clark, VFC-67, Scott Ripley, FC-63; Gary Derby, VCP-6 and team leader/coxswain; Heidi Derby, DCP-6, all D5SR; CDR Robert Engle, DIRAUX D5SR; Commodore Everette L. Tucker, Jr., PNACO and Commodore's Special Liaison to the ISAR Planning Group; Steve McElroy, VCO 5SR; and, RADM Larry Hereth, Commander, Fifth Coast Guard District.

ISAR 2006 AWARDS

SEARCH & RESCUE PLANNING

U.S. – District 5SR (Team 11)

Canada -- Quebec (Team 4)

SEARCH & RESCUE EXERCISE

U.S. – District 7 (Team 8)

Canada – Pacific (Team 5)

SEARCH & RESCUE PUMP

U.S. – District 7 (Team 8)

Canada – Newfoundland & Labrador (Team 6)

HEAVING LINE 1

U.S. – District 7 (Team 8)

Canada -- Newfoundland & Labrador (Team 6)

HEAVING LINE 2

U.S. – District 11NR (Team 9)

Canada – Newfoundland & Labrador (Team 6)

MARLINSPIKE

U.S. -- District 5SR (Team 11)

Canada – Team Canada (Team 1)

MYSTERY EVENT

U.S. – District 5SR (Team 11)

Canada – Newfoundland & Labrador (Team 6)

U.S. Team 11 won the search-and-rescue planning and marlinspike events, as well as the Mystery Event of Boat Crew Olympics and the U.S. National Championship.

The competition was tough. We lost ISAR by a few points, but we all met great people and formed new friendships. And, after all, Heidi and Gary Derby, Scott Ripley and I are all members of the winning U.S. National Championship team!

Ripley summed up the U.S. participants' ISAR experience this way:

"We feel we are better trained now to conduct Auxiliary operations than we have ever been before. We have honed our skills in marlinspike, navigation, ops, comms, first aid, and SAR well beyond the level required to for crew or coxswain, or to pass a specialty course.

"We can tie knots blindfolded, plot a course, and search a pattern best-suited to the scenario. We can consistently toss a life-ring within a reachable distance of a person-in-the-water, and toss a heaving line to a target at 40 feet."

ISAR is about effective team communication, creative problem-solving, situational awareness, and an ability to plan and react quickly and safely.

During our many practice sessions, we repeatedly coached each other to not over-think a task. We needed to execute

without pulling out NavRules, Chart 1, or the Crew Manual, or use excessive time on any action.

ISAR, at any level, is great training and fellowship for any and all members involved in operations. It is never too early to organize a team and practice. The results can improve every patrol you complete.

We strongly encourage those in the crew and coxswain programs to participate in ISAR 2007 and strive to make it to Toronto, where the final competition will be held in late September. ⚓



Bill Buckley (left), IPDCP-2, and, Vinnie Riviezzo, FSO-VE, both DINR, prepare the inflatable life raft that was to become the larger of two targets for which AuxAir personnel had to search. Before its launch, the raft would have a placard attached advising boaters: 'Part of a Coast Guard Exercise—Do Not Steal Me!'



New England Air/Sea Exercise Turns into a Real-Life SAR Case

By **Dane Hahn**

BC-MOP

and

OSCS Steven Curry

USCG Sector Northern New England

Coast Guard Auxiliary aircraft flying from Pease Airport in Portsmouth, N.H., last September took part in a joint air/sea search-and-rescue (SAR) exercise that turned out to be a valuable – and real – experience for all involved.

The northern search area was around Boone Island, a rock shoal some 12 miles off York, Maine. Though uninhabited by humans, Boone is home to countless sea gulls and a proud, but unmanned light-house.

A swath of Atlantic Ocean off Plum Island, Mass., was the southern search area, in which the joint AuxAir/surface SAR exercise was conducted.

The two areas are about 20 miles apart.

Three Auxiliary aircraft and two surface Operational Facilities participated. The exercise included an early-morning briefing, followed by sorties to the northern

SAR field, and then sector searches with approximately three-mile legs.

Once the northern sector “victims” were identified and located and Lat/Long was called in, the airplanes flew to the southern sector and repeated their search efforts.

The surface vessels were responsible for establishing the victim’s location, which in the northern sector meant being on-site by 0900 to deploy a covered inflatable life raft (borrowed from the Commercial Fishing Vessel program) and an Oscar.

The two targets were located approximately one mile apart. They were kept in sight as we stood by, some two miles away.

When the planes came into view, we watched them conduct their search pattern, back-and-forth across the designated expanse of ocean. Auxiliaries on board watched with great interest, and perhaps even some body-English, as the searchers got closer and closer to their targets.

Once the search crews announced that

they had found their prey and gave the locations, off they went to the next one.

In between the air searches, fishermen and occasional pleasure boaters noticed the raft, especially since there had been a lobsterman lost overboard just a week earlier.

The target-raft had a sign stating: “Part of a Coast Guard Exercise—Do Not Steal Me!” This was because, unfortunately, a lesson had been learned the last time this exercise had been conducted when the target was spirited off by an enterprising boater.

As this exercise continued, the sea-state built during the day. So, when it was time to deflate the raft and pull Oscar on board, we were dealing with considerable seas.

Suddenly, a real emergency was broadcast for a vessel experiencing engine trouble.



Photos: Dane Hahn, BC-MOP

Crew member Sandra Hahn, FSO-FN 26 D1NR, checks on Oscar, who is resting in the cockpit of OPFAC *Elizabeth B* prior to assuming his role as a Person-in-the-Water. Adorning him is a signboard to advise passing boaters: 'USCG Property—Do Not Remove from Water.'

Our AuxAir team flew right out to the site, established the location, and guided the responding 47-foot vessel from Station Portsmouth straight to the site — and eventual rescue of the boaters.

OSCS Curry, Sector NNE Command Center supervisor, South Portland, Maine, contributed the following additional material:

We initially heard a guy on the VHF Marine Radio saying, "...breaker-breaker, emergency on channel 16," or words to that effect. We thought, at first, that it might be a vessel in the vicinity of Peaks Island [off Portland], about which we had received a grounding report.

We investigated, via Station South Portland, but it was not that vessel.

Shortly thereafter, we received a second transmission over Ch. 16 (we all believe from the same guy). This time, he seemed not to be the vessel in need of assistance, but rather was reporting "a vessel" that was stranded some 13 miles south of Wells Harbor, Maine.

Since the Auxiliary had aircraft aloft in the Portsmouth area, we thought that if there was sufficient fuel in one of them, the plane could perhaps check out that area, which was only three to five miles northeast of Portsmouth.

We also thought that [USCG] would cover an area that was also 13 nm away from Wells, but more to the east — which included an area in which the transmission was heard — while the Auxiliary was



Now on the job, Oscar floats face down in the Atlantic, some 12 miles off York, Maine. He was the smaller of the two targets found by all three AuxAir facilities involved in the SAR exercise.

searching another area some 13 nm due east of Wells.

The vessel actually was found in that area, near Boone Island.

At first, unless we received correlating information, we were only going to do a UMIB [Urgent Marine Information Broadcast] for an hour. But since the Auxiliary just happened to be around, it worked out great for us — and especially great for the two rescued guys, who were found rowing their 20-foot boat.

The Station Portsmouth MLB, which happened to be near that area returning from a gunnery exercise, towed the vessel into Wells.

The rescued boaters said a few vessels sped past them earlier. They waved, but the passing boats did not stop to assist.

We never learned who made the initial radio transmission. But, lacking further information and there having been no other stranded vessels spotted in the area, First Coast Guard District agreed with us that the boat we found was the one reported earlier as in distress.

Someone aboard one of the passing boats that failed to stop and assist the stranded vessel was probably the source of the radio call, but that is unknown. 🚨



Scott Shields of the Bear SAR Foundation explains side-scan sonar screen-interpretation to members of Flotilla 10-2 D1SR (Secaucus, N.J.). Participating members are, from the left: Ed Gasior, Sr.; Ed Gasior, Jr., PFC; Claude Macchieraldo, FSO-IS; Eugene Doremus, FSO-VE; Ken Stolarz; Virgil Demario; and, Patrick Doremus, IPFC. Observing the training session is Theodore (lower right), son of the late 9/11 rescue dog, Bear.

Auxiliary Using Side-Scan Sonar Units For Operations and Homeland Security

Story & Photos by Art Kramer
IPDCP 10 D1SR

On July 19, 1999, a single-engine Piper Saratoga 2 aircraft crashed in the waters off Martha's Vineyard, Mass., killing its occupants – John F. Kennedy, Jr., his wife, Carolyn, and her sister, Lauren.

At the time, my wife, Diane, and I were cruising on Long Island Sound, en route to Mystic (Conn.) Seaport for a two-night mini-vacation. Our float plan also included two nights at Block Island, R.I., before returning home.

For the next few days, we were riveted to our AM and VHF radios, monitoring the search and recovery operations for the downed plane and its occupants.

Of particular interest to me was the activity of the *Rude* and the *Whiting* – hydrographic research vessels provided

by the National Oceanic & Atmospheric Administration.

Both vessels were equipped with side-scan sonar, which scans sideways, out from a torpedo shaped “fish” towed behind the search vessel. Side-scan sonar provides an accurate acoustic image of the bottom on either side of the fish and is ideally suited for locating wrecks or obstructions to navigation.

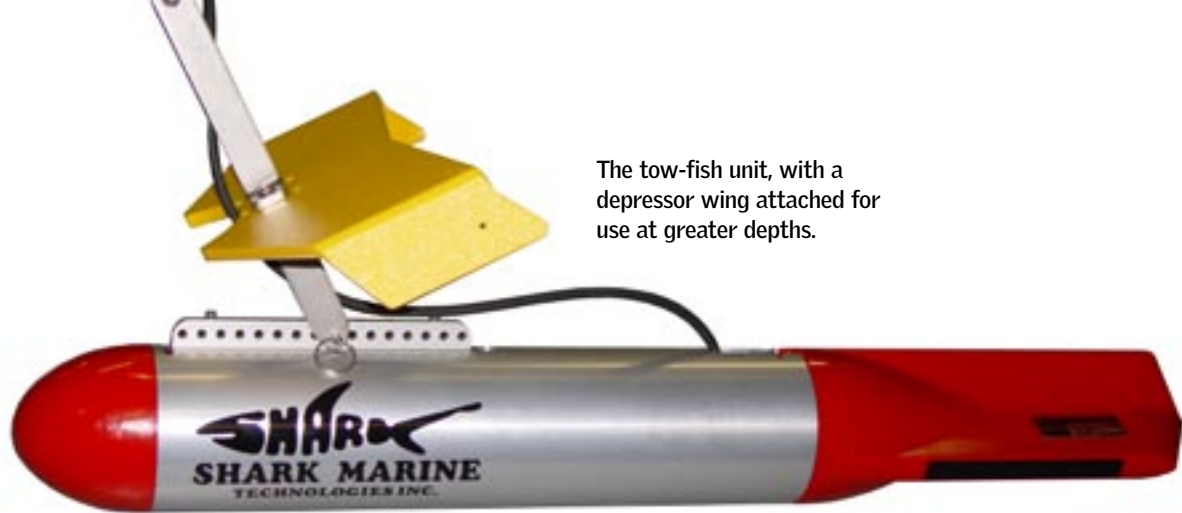
It was this technology that was primarily responsible for locating the downed plane two days later.

I never would have imagined at the time that almost seven years to the day later, the same technology would be made available to the Auxiliary for its operations. How that came about is a story that is almost as intriguing as the technology itself.

Fast-forward to September 11, 2001. That day, marine safety expert Capt. Scott Shields, former Director of Marine Safety for the New York City Urban Park Service Search & Rescue Team, arrived at the World Trade Center site with Bear, his Golden Retriever.

Shields' only intended mission was to lend logistical support to recovery operations and help coordinate harbor activities. As it turned out, Scott and Bear were credited in the ensuing months with more victim recoveries than any other SAR team on-site.

Bear became one of the most decorated search-and-rescue dogs in the history of canine SAR operations. Regrettably, he died a year later of complications from wounds received at Ground Zero. A permanent memorial to Bear is now at



The tow-fish unit, with a depressor wing attached for use at greater depths.



Bear
(1989-2002)

the New York Fire Department Emergency Medical Services Academy.

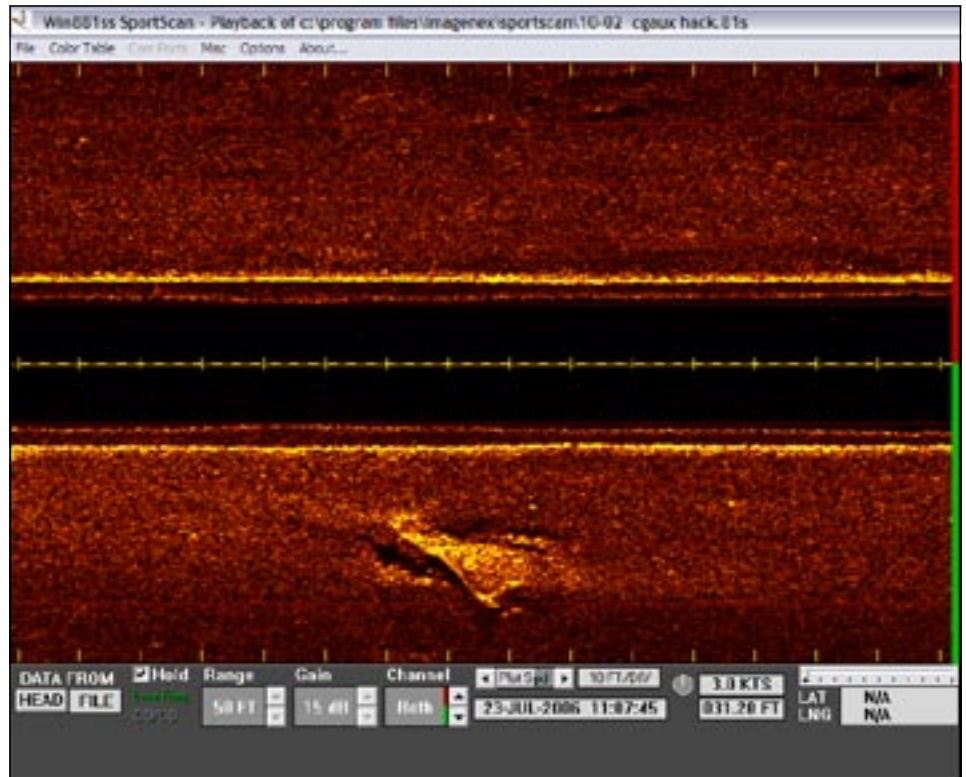
In fall 2002, the Bear Search and Rescue Foundation was established to provide training, resources, personnel and support for all types of SAR teams.

Since Shields' primary expertise is in marine operations, he developed a close working relationship with Coast Guard and Auxiliary units in many parts of the country. This relationship proved its worth in the aftermath of Hurricane Katrina. The foundation helped send 27 SAR teams to Louisiana and supplied 45 boats and crews for rescue operations with the U.S. Army's 82nd Airborne Division.

At several marine SAR operations and training conferences, Shields met Jim Garrington, president of Ontario-based Shark Marine Technologies, which makes the Sportscan side-scan sonar unit. The Canadian firm donated one of its units to the Bear Foundation, which then began training Auxiliary teams on how to use the system.

In January 2006, one such team aided recovery operations for a Jersey City (N.J.) police officer, who – along with a fellow policeman – drowned in the Hackensack River, in a tragic incident involving an open bridge.

Last July, members of Flotilla 10-2 D1SR (Secaucus, N.J.) received classroom and underway training on the side-scan sonar unit. It quickly became clear that the unit was ideally suited for the boats typically



The bow and pulpit of a sunken vessel on the Hackensack (N.J.) River bottom can be clearly seen in an actual side-scan made while the Flotilla 10-2 trainees were underway.

used in Auxiliary operations.

The tow fish weighs only 10 lbs. Standard diver belt weights are added for ballast. It is powered by a 12 volt boat or automobile battery, and an adapter is available to plug into a cigarette lighter receptacle.


The rest of the system is software, which can be run from most PC-laptops. A GPS can also be hooked into the system to provide precise charting of items of interest.

Actual operation of the system is simple. The tricky part is interpreting the images that appear on the screen, which is more art than science. Accuracy takes time and experience. On the other hand, some targets are relatively easy to

interpret.

The implication of having use of this tool for homeland security operations is profound.

In addition to bottom-scans, the unit can scan the sides of ships to detect any unusual shapes or fittings on the hull, beneath the water line. Repeated scans, over time, can be used to determine if anything new has been added to an underwater location.

The Bear Search and Rescue Foundation is eager to hear from Auxiliary units that would like training in side-scan technology and in having the unit available for its use. It can be contacted at www.bearsearchandrescue.org. 



Prince William Sound 'Catastrophe' Prepares Alaskan First-Responders For When the Real Thing Happens

Story by Sig Murphy

FC-24 D17

Photos by Roy Stoddard

RCO 17

On June 3, 1942, during a cold summer morning, Japanese bombers flew out of dense fog and attacked Alaska at Fort Mears, in Dutch Harbor. Days later, Japanese troops invaded and occupied the Aleutian islands of Kiska and Attu.

The year-long battle that ensued, often referred to as The Forgotten War, resulted in establishment of the City of Whittier as a military port on the western edge of Prince William Sound.

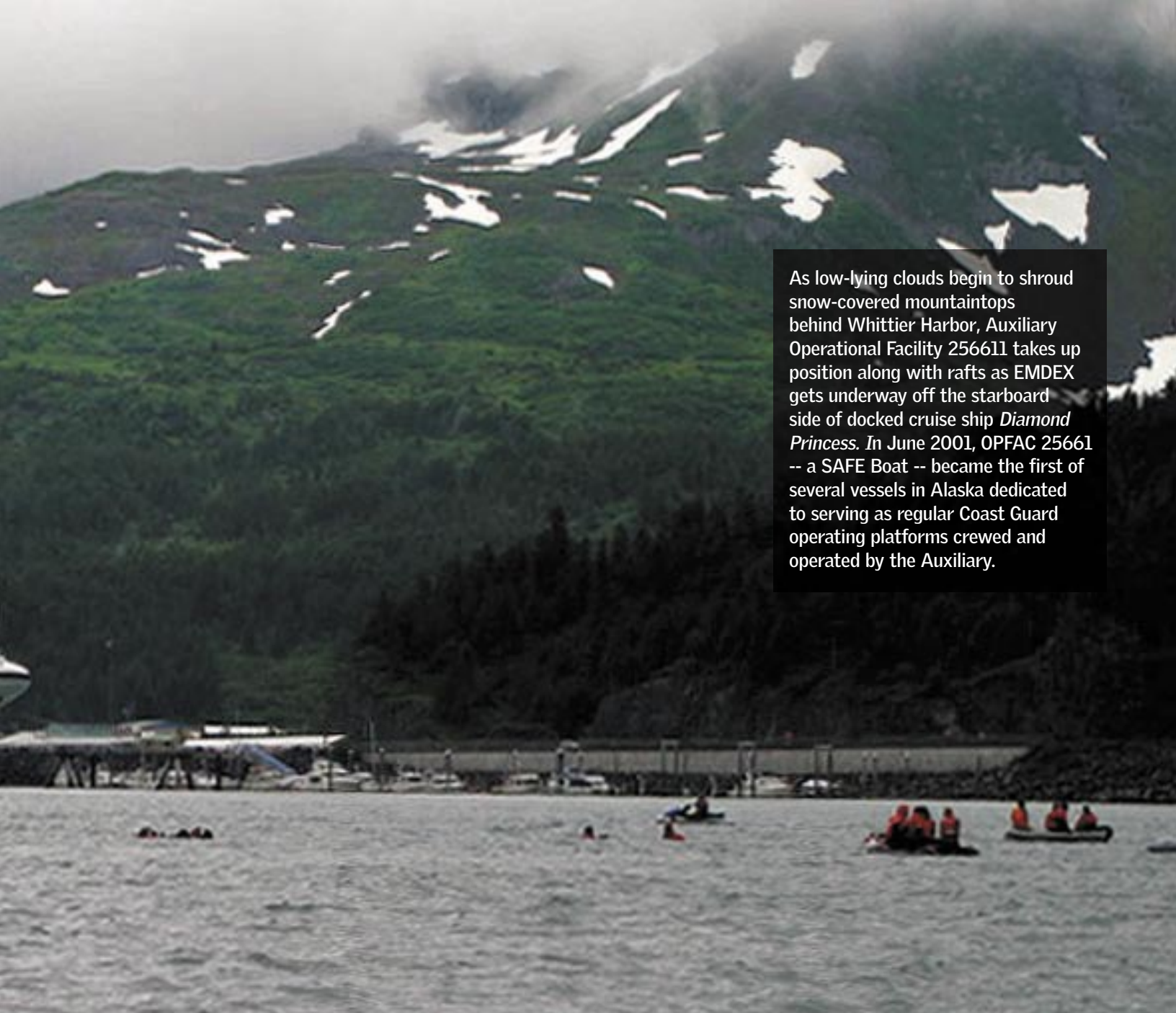
More than 60 years later, this busy Alaskan port-city – a popular destination for calls by cruise ships, ferries and other large tourist passenger vessels – was the scene last summer

of the first-ever District 17 EMDEX (Emergency/Disaster Exercise), planned and sponsored by Flotilla 24 (Whittier).

Significant recent growth in large passenger-ship calls at Whittier has raised concerns about the possibility of a mass disaster in Prince William Sound, requiring the immediate assistance of all area vessels and aircraft.

To prepare for this, the 115-member Whittier Flotilla — which has eight Auxiliary Operational Facilities (OPFAC), including two Personal Water Craft, a Coast Guard SAFE Boat, 15 qualified coxswains and 20 crew members – developed an Emergency Response Plan that was distributed at the start of the year.

It included Coast Guard and Prince William Sound community emergency contacts, an Incident Command System (ICS) summary, and action plans for natural disasters, boat-



As low-lying clouds begin to shroud snow-covered mountaintops behind Whittier Harbor, Auxiliary Operational Facility 256611 takes up position along with rafts as EMDEX gets underway off the starboard side of docked cruise ship *Diamond Princess*. In June 2001, OPFAC 25661 -- a SAFE Boat -- became the first of several vessels in Alaska dedicated to serving as regular Coast Guard operating platforms crewed and operated by the Auxiliary.

ing accidents, search and rescue, hazardous substance incidents, oil spills and terrorist activities. Also included was a Flotilla Emergency Notification Guide.

Prince William Sound covers an immense area, with more than 3,000 miles of shoreline. Millions of years of glaciation carved the coastal plateau, creating many narrow passages, tributary fjords, and rocky bays with narrow confines.

So, if a cruise ship or other large vessel had an accident or an emergency causing passengers to enter the Sound's cold waters, responding vessels – including most OPFACs – might not be able to safely maneuver to recover persons in the water (PIW).

Adding to the problem is that the numerous glaciers, which attract commercial passenger vessels, calve and deposit icebergs in certain areas, restricting the use of many large boats.

Therefore, Sig Murphy, FC-24, and Tom Kane, FSO-OP 24, began developing EMDEX. Its primary goal was to simulate a disaster in which a tourist ship carrying 100 passengers immediately sinks after striking offshore rocks in a confined location, without time to deploy lifeboats.

This “disaster” would require responding Auxiliary members to rapidly recover PIWs in small boats, transport them to a nearby beach, triage the injured, and work within ICS procedures simulating a Unified Command response.

Lietenant Commander Sue Albright, District 17 DIRAUX, received our EMDEX first draft, and suggested using active-duty Coast Guard personnel as PIWs. She made arrangements for this with Sector Anchorage. She also helped establish parameters for the use of a Coast Guard helicopter during the exercise.

As EMDEX planning continued to mature, Whittier officials indicated that they wanted city personnel to participate so they could practice their ICS and emergency medical capabilities.

As a result, the plan was expanded. The exercise site was set at one mile outside Whittier Harbor, near a beach at the head of Passage Canal, even though the “disaster” would still be simulated as happening 28 miles offshore.

When the cruise ship *Diamond Princess* was in port, weeks before EMDEX was to begin, flotilla members met with her security chief and senior staff officers to explain what would occur within the vessel’s visual range once the exercise was underway.

The Federal Aviation Administration was contacted to arrange for a Notification to Airmen about the intended landing of a USCG helo on Whittier’s small, dirt airstrip, and arrangements were made with MSU Valdez for operational training communications on VHF Channel 82 during EMDEX.

An invitation was sent to all Alaska flotillas inviting participation by interested members. That drew Auxiliarists from units around the state, along with members of the Coast Guard, Whittier Police and Fire Departments, Harbor Master, Emergency Medical Technician, and Alaska State Defense Force.

Prince William Sound weather is difficult to predict and it changes rapidly.

An initial safety determination was made early in the morning on July 15. The forecast was for three-foot seas and 20- to 25-knot winds a few miles away, with the prospect of improvement later in the day.

At 0900, EMDEX participants met in the city’s chambers for a two-hour training session. Because many members wanted to participate, a rotating schedule of crew changes was established. This allowed each raft to make single or multiple PIW recoveries with one crew member, then return through the surf to the beach to trade crew members so that all Auxiliarists would have their turn.

To avoid any propeller injuries, each raft was given a designated number and all engines were placed in neutral within 20 feet of any PIW intended for recovery.

Once in the raft, the crew and coxswain would make a quick assessment of the recovered person’s condition. If they were in good shape, they would be placed back into the water in another location for additional recovery training.

At 1130, a safety briefing was pre-



Ready to pass line from an inflatable astern of Auxiliary Operational Facility *Keiki* are Dave Brubaker (left), FSO-AV 24, and Mary Southard, Flotilla 24. Will Frost (kneeling on dive platform), Flotilla 24, prepares to receive the line, as Jerry Jenkins, Flotilla 24, stands by to assist, and coxswain Mark Parmelee, Flotilla 24, watches from the stern of his OPFAC. Approaching the vessel’s starboard side on another inflatable are Kathy Lyday, Flotilla 24, and Russ Lyday, VFC-24. All are in D17.

sented at Auxiliary Station Whittier, a converted railroad caboose at the harbor, where all of the Coast Guard PIWs were changing into drysuits.

For safety reasons, standard hand signals were agreed upon to identify anyone in the water that might be in distress.

Richard Block, DSO-CM 17, located his Auxiliary Mobile Communication Station above the beach. He took the guard for all OPFACs and served as ICS Communications Center.

EMDEX officially began at noon.

PIWs were placed in the ocean and rafts left the beach area to wait for their number to be called by the Initial Response Incident Commander (IC) so they could “rescue” the PIWs.

To avoid congestion, the number of OPFACs in the training area was restricted to five, and six rafts were used. For 90 minutes, the rafts continued to pick up PIWs and then return them to the water for additional sorties.

The water was 51°, which was warmer than the ambient air temperature. It was overcast and the waves had diminished to one-foot, with 10-knot, northeasterly winds. It was a near-perfect summer training day in Prince William Sound.

At 1345, the rafts were directed to recover all PIWs and transport them to the beach. They then moved to OPFAC

Fresh Aire and tied-off to avoid being blown around by the helo.

The City of Whittier contingent triaged the PIWs, and then activated a simulated call for hospital and other private helicopters from Anchorage to transport the “injured” participants.

Whittier is unique in many ways, including the fact that the only way to reach the city by road is through a narrow, 2.5-mile tunnel hewn through a granite mountain. As part of their emergency ICS training during EMDEX, Whittier participants simulated closing the tunnel to all but emergency response vehicles.

At 1400, USCG Helicopter 6021 from AVSUFAC Cordova arrived and set down at the northeast end of the small Whittier airstrip. Its crew gave a training brief on medical evacuation procedures and use of the Stokes Litter.

Following the helo’s departure, ops officer Kane held an after-action session on the beach, by the fire.

Everyone agreed that EMDEX met, or exceeded all its goals and created a heightened awareness of how to respond to an actual marine mass emergency that we all pray will never occur.

The exercise was followed by a potluck dinner at the harbor’s outdoor pavilion. The fellowship event was attended by most exercise participants. 🍷

Auxiliary Division Bats 1.000 at New York Yankees Game

Story by William C. Winslow
ADSO-PA 1SR

Photos by John Gallagher
FSO-PA 5-10 D1SR

When New Jersey's Division 2 D1SR Color Guard took to the field at famed Yankee Stadium – all spit and polish, with flags flying – some 50,000 New York Yankees fans roared approval.

Against a background of huge electric signboards that told the story of the Coast Guard Auxiliary, the Color Guard snapped to attention as the national anthem was played.

The Yankees vs. Kansas City Royals game, played on May 26, 2006, was a landmark in that it represented the first time the New York team had ever featured the Auxiliary.

Nobody was prouder that day than John Gallagher, who made it all happen. Accompanied by John Howell, VCP-5 D1SR, Gallagher, FSO-PA 5-10 D1SR (Governor's Island, N.Y.), had journeyed on a frosty February day to the Yankees' executive offices in the Bronx, N.Y., to pitch the proposal.

"We got just about everything we wanted," Gallagher recalled. That included a slot during Fleet Week and National Safe Boating Week, an on-field presence, the display of graphics promoting the Auxiliary before and during the game, safe boating and vessel safety checks.

The Yankees even agreed to run the visuals on a large signboard that borders the Major Deegan Expressway, heavily-traveled highway out of the city.

With 50,000 fans in the stadium, millions more watching on TV, and tens of thousands of commuters whizzing by on the expressway twice a day, "we really hit the jackpot," says Gallagher. "Probably more people saw what we are about in that one evening than everything else we do in a year."

Gallagher was no novice at this sort of thing. He had brought some real expertise to the table.

As director of the Media Center at Manhattan (N.Y.) Community College, Gallagher carefully picked out the graphics to tell the Auxiliary story.

Several graphics defined the



ABOVE: The Division 2 D1SR Color Guard, from the left: Colleen Pinelli, SO-AN 14; William Anania, FC-22; John Farrell, FC-24; Sharon Fox, DCP-2; Bob DiCorcia, FC-27; Rose Covert, SO-PS 2; Frank Giblin, SO-VE 2; Joseph Shovlin, FSO-MA 23. **BELOW:** Two of the messages flashed on the Yankee Stadium electronic signboard.

Auxiliary's mission, five promoted the wearing of Personal Flotation Devices, and two offered free Vessel Safety Checks. The latter two graphics also included an Auxiliary web site.

"No matter where you sat in Yankee Stadium, you couldn't miss us," Gallagher said.

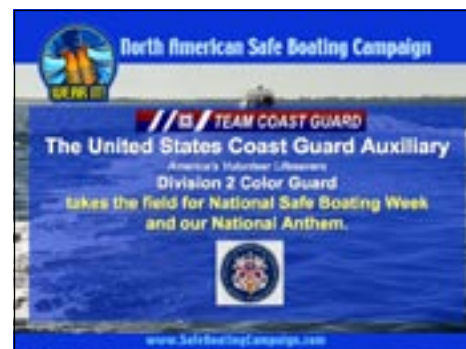
The promotional messages ran throughout the game, as promised. Gallagher said he hoped the breakthrough with the Yankees will inspire Auxiliarists in other major league communities to try the same approach with their local team.

Gallagher, of course, had lots of help in making the day special.

The nine-member Honor Guard had practiced marching and presenting arms twice a week for a month.

Honor Guard member Sharon Fox, DCP-2 D1SR, recalled, "I was so focused on doing it right that I didn't see or hear the crowd until after the national anthem was played. Then she heard the spectators cheering. "It was such a rush," she added. "They looked at us as professionals, and we had met their expectations."

It was also a night for some 200 uniformed Auxiliarists from the tri-state (New York/New Jersey/Connecticut) region to enjoy the game. Helen Cohen,



DCP-5 D1SR, gamely worked the phones and e-mail to bring in the troops.

It was a perfect night. Too bad the Yankees lost.

So what's next? Well, wouldn't it be cool to have a slot at the Super Bowl? 🍷

Boaters gather early at Cape Canaveral, Fla., to await the blast-off of Space Shuttle *Discovery*. The Auxiliary was called on to help keep boaters at bay and out of a Restricted Zone around the launch site. OPFACs also ensured that boaters did not drop anchor in prohibited areas.

A PERSONAL VIEW...

Auxiliarist Discovers Whole New World

WHILE ON PATROL
TO 'THE FINAL
FRONTIER'

Story & Photos by Judi Bacon
FSO-PA 44 D7

I just watched Space Shuttle *Discovery* (STS-101) land at Cape Canaveral, Fla.

This was an especially-happy moment for me, seeing the astronauts safely home, as I had been on duty at Mosquito Lagoon 14 days earlier. There, I helped secure the perimeter to keep boats out of a Restricted Zone around the Cape prior to the launch of *Discovery*.

The Operational Facility on which I was privileged to crew for the spaceship's takeoff was one of several Auxiliary vessels providing assistance to the Coast Guard in this operation.

Our particular job now was to keep spectator-boats out of the waters of Mosquito Lagoon, south of Haulover Canal. We were also tasked to keep the Intracoastal Waterway (ICW) free of spectator boats that might inadvertently

block the channel.

We were asked to come on duty at 0400 on July 1, and work in six-hour shifts. I arose at 1230 and dressed in my ODU, packed food for the crew of three and our coxswain, and then drove to the coxswain's home in Port Orange, Fla.

Our other crewmembers met us there and we drove down to Haulover Canal, where Auxiliary OPFAC *Sandcastle* – the 25-foot Rosborough that we were trailering — was to be launched.

It was still very dark when we arrived at our launch point. The Coast Guard had two mobile camper units set up to provide radio communication with all USCG vessels operating that day.

Meeting us was a friendly raccoon, who was scoping-out the trash cans, and three Coasties, who helped us get underway.

As I looked up at the sky (once we

were on the water), the Milky Way was clearly visible. When the coxswain started the propellers, the algae in the water appeared as an effervescent spectacle. We were able to see the lights from the shuttle launch pad, where *Discovery* was waiting for its liftoff at 1600.

By 1200, when our tour of duty was over, many vessels were approaching from the north, and through Haulover Canal from the south, to view the launch. The weather was very warm and we were ready for a respite from our duties.

Because the launch was only four hours away, we decided to change into our civilian clothes, eat lunch, and then wait for the launch.

By 1600, there were many boats anchored in the area north of Mosquito Lagoon. Unfortunately, the launch was canceled, due to adverse weather. We





were asked to return the following morning to provide assistance once again.

We agreed, and were told that *this* time, we didn't need to be on duty until 0800!

We left our boat on the trailer in the Haulover Canal parking lot and drove 35 miles home. I arrived at my Daytona Beach house at 1900, and went to bed early in anticipation of another long day on the water.

Our crew was back on duty at Mosquito Lagoon at 0800 the next day. However, the weather was not good and, following several rain-storms, the launch was cancelled at about 1200.

That was on July 2. We were asked to return to duty on the Fourth of July for the (finally successful) next launch attempt.

On the Fourth, I arose at 0500 and prepped again for the mission of keeping

Mosquito Lagoon free of spectator-boats. It was a gorgeous day as we took up our position at 0800.

At 1000, other vessels began to arrive to take up their watch-posts for the launch. We were kept very busy answering questions, advising boats that they could not tie-up to markers or anchor in the ICW.

By launch time, there were over 100 boats of all sizes anchored or beached, and there were some still searching for the "perfect spot" to observe the blast-off. Many kayakers had paddled up through the canal to watch the launch, as well.

Recreational boaters arrived in rented vessels with which they were unfamiliar and on large commercial vessels – some over 60 feet – that were owned and operated by experienced mariners.

Many boaters had questions as to

where they could anchor and where the Restricted Zone was located. Some just wanted to chat.

The shuttle went up right on time that day, providing a spectacular show for all of us. There was a wave of applause, with boats blowing their horns and spectators excitedly demonstrating support of the brave astronauts onboard *Discovery* as she lifted off the launch pad with a great roar.

Then, the solid rocket fuel tanks separated and began their descent back to Earth as *Discovery* disappeared into the upper atmosphere. This was our very own fireworks display – kindly provided by the National Aeronautics and Space Administration.

Total time devoted to this mission – 24 hours.

What a wonderful way this was to support the U.S. Coast Guard! 🌟



Flotilla 48 D9ER members helping to position the long-awaited 60-foot radio antenna tower are, from the right, Bill Lederhouse, member; David Benoit, FSO-CS; Wayne Bauch, FSO-MS; and, Peter Urgola, DC-V. On the left is Leon Holverton, a friend of the flotilla who assisted with the project.



Photos: Ann Roller, VFC-48 D9ER

Raising the tower are, from the left: Leon Holverton, a friend of Flotilla 48 and owner of the bucket used to raise the antenna; Bill Lederhouse, flotilla member; and, Gordon Smith, FSO-CM 48. In the installation bucket high above the Auxiliarists is Todd Lederhouse.

A Long-Needed Auxiliary Radio Tower Is Proudly Dedicated at Hamlin, N.Y.

By John Keshishoglou
FSO-PA 22 D9ER

Flotilla 48 D9ER (Hamlin, N.Y.) for years had been concerned about the safety of boaters in the Ontario Lake area, north of what is known as the Devil's Nose, in Hamlin Beach State Park.

This popular boating area, however, sits in the "shade" of existing marine communications towers. As a result, it is virtually impossible for boaters in trouble to reach the Flotilla 48 radio station, let alone the Coast Guard stations in Rochester or Buffalo.

Ann Roller, VFC of the Hamlin Flotilla, some 20 miles west of Rochester, said there had been a few incidents in the past when boaters facing emergencies in Devil's Nose tried to reach Stations

Rochester or Buffalo.

When they were unable to do so, they used their cell phones, only to be connected to a station in Canada!

Roller pointed out that cell phones can reach only one party at a time, while an emergency call on Channel 16 is heard by many, including boaters in the vicinity of the vessel in distress who might be able to render immediate assistance.

Simply put, some way had to be found to extend radio coverage to that area.

Enter Flotilla 48.

Members of the Hamlin Flotilla realized they had to do something about the situation. They decided to put up a radio tower of their own that would be capable of reaching the dead-air space over Devil's Nose.

Peter Urgola, DC-V and a member of

Flotilla 48, knew that his unit, with its limited resources, faced a formidable task. "We had to depend mostly on contributions and volunteer work," he said.

Nevertheless, Urgola and his colleagues were determined to get the job done.

After the concrete base for the tower was poured, it took several more years before they managed to actually acquire a tower, the wires, and all the other necessary accessories. The last step was to buy an antenna.

Roller spoke of the high motivation among the flotilla members to complete the project. "We wanted to get help promptly to those who need it, and offer added protection to all those recreational boaters in, and around, Hamlin Beach State Park and Devil's Nose, in particular," she said.

All that hard work, persistence and cooperation culminated in the dedication of the new 60-foot tower on Aug. 28, 2006. It was a memorable occasion for the members of the Hamlin Flotilla and invited guests.

Early in spring flotilla members plan to map the tower radio's performance, make any necessary adjustments, and put the station to work. 🌀

Close Auxiliary-USCG Affiliation Highlighted at Oshkosh Airshow

Story by Robert J. Allen
FC-38 D9WR

The Experimental Aircraft Association's (EAA) annual AirVenture show in Oshkosh, Wis., attracts pilots from around the world. The 2006 event drew 850,000 spectators, who were looking for interesting aircraft that were noteworthy for significant contributions to human history.

The Coast Guard Auxiliary provided support for AirVenture, operating the communications center and associated support services daily, from 0900-2000.

In addition, Auxiliary facilities responded to two real-life search-and-rescue (SAR) cases during the air show.

Patrol commander Mike Hopfensperger, FC-43 D9WR, said this was one of the longest sustained operations in the country. Clearly, the event is also one of D9's foremost public affairs activities.

The Coast Guard was represented by pilots from its Search and Rescue Service. Because the air show is held near Lake Michigan, over which many pilots fly en route to the event, USCG surface facilities were on alert to rescue aviators who might have to ditch in the water.

None did, but during the air show week, the Coast Guard did respond to three SAR cases, performed 80 vessel boardings, and terminated one voyage following a boarding.

In addition to their SAR activities, Auxiliarists provided further assistance by supporting the air show's seaplane base on Lake Winnebago.

The patrol schedule was heavy, to protect boaters and seaplanes as they came and went to and from the busy base, at which 75 seaplanes were moored. The Auxiliary helped with security at the base and around Lake Winnebago, as hundreds of boats dropped anchor during the daily aerobatic demonstrations.

Among notable guests were Commander Sean Murtagh and Chief Warrant Officer Mark Stevens, Deputy Commander and Operations Training Officer, respectively, at Sector Lake Michigan, and Auxiliary Commodore Gordon Jaworski, DCO 9WR.

There were nine Auxiliary surface facilities utilized during the event, and 28 district members gave their time and energy to make the operation a success.

In addition, Art Ramirez, ADSO-AV 1SR, brought in seven of his members, and Frank Satko, an Aircraft Commander with Flotilla 59 D5SR, brought five members from his district.

AuxAir personnel from around the country volunteered to recruit new members at an Auxiliary booth set up in one of the exposition hangers.

BMCS Timothy Lee, officer-in-charge at USCG Station Two Rivers (Wis.), led the Coast Guard activities during this year's air show, and a 21-foot SAFE Boat from the Station was positioned at the seaplane base.

The Coast Guard presence rose to a higher level than ever. One year after the Hurricane Katrina disaster, thousands of visitors to the show flocked to a static display of a USCG HH-60 helicopter.

There, they heard about the Katrina recovery effort from



Photo: Susan Shafer, Flotilla 11-1 D9WR

Bed-ridden Claude Hribal, BC-OAP, proudly displays his just-awarded Coast Guard Achievement Medal and accompanying Certificate as the delivery-party enjoys the moment. Presenters are, from the left: Michael Hopfensperger, FC-43 D9WR; CDR Sean Murtagh and CWO Mark Stevens, Deputy Commander and Operations Training Officer, respectively, at USCG Sector Lake Michigan; Commodore Gordon Jaworski, DCO 9WR; Jerry Heitschmidt, DSO-AV 9WR; Robert Shafer, DSO-AV 9CR; and, Harry Rapp, Chief of Air Operations, Experimental Aircraft Association/AirVenture.

members of the first on-scene unit in New Orleans after the hurricane. The Air Station Cape Cod (Mass.) crew consisted of LT Jason Dorval, LT Matt Furlong, AMT2 Matt Talton, AET3 Brendan Hughes, and AST2 Matthew O'Dell.

Hughes had 96 hoists in six hours on the first day, and this crew alone pulled more than 3,600 people from stricken areas of the Gulf Coast.

For years, the Auxiliary has worked hard to support boating safety and education at the Oshkosh air show. This year, the Coast Guard went out of its way to recognize one of that effort's leaders.

Claude Hribal, BC-OAP, was awarded the Coast Guard Achievement Medal during AirVenture week, in recognition of his extensive activities from November 2000 through September 2006.

Ensuring that the presentation would come during the air show called for a significant effort, as Hribal was bed-ridden with a medical problem.

The Award Certificate had to be hand-carried by then-National Commodore Gene Seibert, to CAPT Barry P. Smith, USCG Chief Director of Auxiliary, for signing. It was then rushed, via air-express, to Robert T. Shafer, DSO-AV 9CR, who brought the award to Hribal's home for bed-side presentation by COMO Jaworski.

The Auxiliary effort at the EAA air-show is a worthy mission. It highlights the strong affiliation between active-duty Coast Guard and the Auxiliary on search-and-rescue missions...different in scope, perhaps, but no less different in service and pride. 🇺🇸

A LONG-TIME
SAVANNAH
AUXILIARIST
KEEPS GOING, AND
GOING, AND GOING

50 Years ... and Counting!

Story & Photos by John Tysse

SO-PA 10 D7

The year 2006 marked Dr. Wendell Buckhaults' 50th anniversary as a member of the U.S. Coast Guard Auxiliary. But it should be made clear, right at the outset, that Buck did not just "put in" a half-century with the Auxiliary.

Buck was a pace-setter and a leader – from his very first day as an Auxiliarist.

The ophthalmologist attended his first meeting in 1956, shortly after purchasing his first boat. In those days, the Auxiliary's Savannah (Ga.) Flotilla 10-2 was just getting organized.

At each meeting, the flotilla conducted a training session on a different topic. On Buck's first night, it was navigation. He took the exam that very night – and passed.

Buck says that course was no different from what he had learned while training for his private pilot's license. "After all," he remarked, "winds aloft are not so different than currents in the water."

In the years that followed, Buck took most of the training courses that the Auxiliary offered. When more-formalized training for crew and coxswain was



Wendell Buckhaults (right), proudly displays plaque awarded to him at a flotilla meeting at which the ophthalmologist's 50th anniversary of Coast Guard Auxiliary service was celebrated. Shoulder-to-shoulder with Dr. Buckhaults is Ron Goldenberg, DCP-10 D7, who presented the plaque.

instituted in the late 1960s, he qualified as crew and coxswain, as well as qualification examiner for both categories – *all during the same weekend*.

For a number of years, he was the only QE in Division 10.

Buck was also Division 10's first AUXOP, and for quite a while, he was the Division's *only* AUXOP.

Buck also held almost all of the elected and appointed offices at both flotilla and division levels, including Flotilla

Commander, Division Captain, and District 7 Communications Staff Officer.

He served as Chairman of the District nav-aids committee, and during this period D-7 won awards in two consecutive years for outstanding performance in this sector.

All of his Auxiliary achievements are not so surprising when one considers the commitment of the Buckhaults family to America's armed forces.

It started with Buck's mother, who



After 50 years in the Auxiliary, there are many stories to tell, but Dr. Buck's eyes really light up when he talks about search and rescue missions.

In the earlier years, he was conducting 25-30 SAR missions a year, many of them offshore. This part of the Auxiliary's mission is clearly his passion.

joined the Auxiliary.

Add it all up, and you see that Buck has been serving his country almost continuously for 63 years.

During his medical residency, Dr. Buck journeyed to Savannah for a meeting at the Oglethorpe Hotel (later renamed Sheraton Resort on Wilmington Island). As he recalls, "It looked like a nice place to live, so I decided to move there."

Thus began a 32-year career of practicing ophthalmology in Savannah and, of course, devoting countless hours to the CGAUX.

After 50 years in the Auxiliary, there are many stories to tell, but Dr. Buck's eyes really light up when he talks about search and rescue missions.

In the earlier years, he was conducting 25-30 SAR missions a year, many of them offshore. This part of the Auxiliary's mission is clearly his passion.

Two experiences stand out:

The first was on a cold and windy November day. Buck was on the water alone, checking out his boat after some maintenance work. He observed two boats behaving in a strange manner. He soon determined that there were two people in the water and a third in marsh grass near the shore. All were quite intoxicated.

Luckily, another flotilla member happened by. Together, they were able to pull one of the victims into Buck's boat. Then, he stripped down and went into the water for the second person. Soon thereafter, they were able to coax the third person to the boat.

Needless to say, with the low water and air temperatures that day, the boaters would not have survived for long

without help. For his rescue effort, Dr. Buck received an award from the Coast Guard Commandant.

The second case involved two young boys who skipped school and headed out into Wausau Sound.

The youths' mother discovered late in the day that the boys and their boat were missing. She notified the Coast Guard, which searched all night, unsuccessfully. The next day, Buck was called out to help.

He figured he might get some useful information from the boy's mother. He was right. She revealed that the boys had a shotgun with them. Obvious conclusion: They went hunting. So Buck headed for an area of Wausau Sound that he knew was a popular hunting ground.

The tide was coming in. He followed the rising tide toward shore. He started using sound signals, which were soon answered by gunshots. Thus, the boys were rescued.

It turned out that the youths had been caught by the falling tide the previous afternoon. Searchers during the night were too far from shore to hear the boys' distress signals while the tide was low.

The individuals in these two cases were fortunate that Dr. Buck was there and had the training and experience he gained as an Auxiliarist. And, Flotilla 10-2 is fortunate to have enjoyed his leadership and commitment to the Auxiliary for the past 50 years.

The best news is that even though it is now 50 years – and counting! – since Dr. Buck joined the Auxiliary, he is still an active member. And his facility – not surprisingly, named *Kitten* – is in the water and ready to go. 🐾

enlisted as a WAC after the start of World War II.

When Buck was 17 and a pre-med student at the University of Texas, he enlisted in the Navy. After another year of college, he was transferred to the Naval Hospital in New Orleans.

Buck entered Tulane University Medical School where, during his freshman year, he met his future wife, Kitten. They have now been married for 58 years, and have two sons and four grandchildren.

After medical school, Buck continued with the Naval Reserve, where he served until 1955 – the year before he

A U.S.-Canadian Operations Exercise Does Not Exactly Go According to Plan



Canadian Auxiliary vessel *Pocomar 1* is tossed about by the turbulent winter-time waters of Lake Erie as her crew awaits arrival of USCG Auxiliary OPFAC *Tin Man*.

Story & Photos
by Anthony M. Castelletti
BC-PRI

The e-mails between representatives of Flotilla 33 D9ER (Buffalo, N.Y.) and Pocomar (Port Colborne Marine) Unit 255 of the Canadian Coast Guard Auxiliary began early last March.

In the midst of sub-freezing temperatures, a blanket of snow covered the Buffalo/Southern Ontario winter scene. Seemingly, with only the *possibility* of an upcoming spring in sight, the idea of a mid-summer's night of on-the-water training seemed like a couldn't-miss plan.

Further e-mails led to a face-to-face meeting over coffee at Fort Erie, Ontario, last May. Comparing and contrasting both the similarities and differences between these two border units, a basic plan was formulated. Of course, the natural swapping of stories between people engaged in the same activities helped in devising the training scenarios.

Various towing exercises and surprise man-overboard drills with a bit of a twist were planned. And, perhaps more impor-

tantly, the coordination of vessels working together to effectively assist "disabled" boats and a simulated rescue of boaters in distress would be the order of the day.

Two vessels from each unit would perfectly fit that plan.

It was decided that early August would be the perfect time for the joint exercise. Daylight would still be upon us late into the evening. Summer warmth – and, no doubt, Lake Erie – would be glass-like.

As the selected date approached, interest by Flotilla 33 members grew to a point where three USCG Auxiliary facilities would now be necessary to accommodate all the crew members who wanted to participate.

The general feeling was that having an odd number of vessels taking part in the exercise would enhance the necessity for coordination of efforts between the units.

A heat wave that gripped the northeast in late-July/early-August did not miss the Buffalo area. Oppressive temperatures, hazy sunshine and virtually no breeze made it uncomfortable, to say the very least.

However, it is those very conditions that make time spent on a boat on Lake Erie an almost-perfect getaway...or so it would seem.

A break from the heat arrived on the day set aside for our exercise. An approaching cold front brought with it winds, rain, and a threat of thunderstorms.

The three privately-owned Flotilla 33 facilities with orders to participate were 21-, 24- and 41-feet.

At departure time, the sky ranged from gray to dark-gray; rain had been present on and off throughout the day.

Sensing that turbulent Lake Erie waters would be too much for his boat to safely maneuver, the skipper of the 24-foot facility arrived with his crew to join *Tin Man* instead, departing from coxswain Dave Nieman's slip on the Niagara River.

Norb Marciniak, FSO-PE 33 D9ER, the coxswain on Gerry Willman's 21-foot OPFAC, also recognized that heavy seas would prevent their participation, so they remained in the relative calm of Buffalo Harbor.



Tin Man is positioned astern of *Pocomar 1* to prepare for towing evolution under threatening skies above the U.S.-Canadian border.



Pocomar 1 takes OPFAC *Tin Man* under tow as Lou Campieri, FSO-MS 33, and Al Meister, FSO-OP 33, both D9ER, maintain a close watch on the towline.

Undaunted, Nieman, SO-AN 3 D9ER – with his crew of three qualified coxswains (one of them a QE), three qualified boat crew members, and a crew trainee – proceeded to the pre-determined rendezvous, near Point Abino, Ontario.

Having been notified of our dilemma, and taking into consideration the weather and lake conditions, Jeff Richard, commander of Canadian Auxiliary Unit 255, sent his 24-foot vessel back to port.

Instead, he headed to Point Abino aboard the 34-foot *Pocomar 1*, carrying a full crew and a coxswain trainee at the helm. *Tin Man* arrived on-site late, due to lake conditions. *Pocomar 1* arrived even later, having been sent on a tasking by the Canadian Coast Guard.

As pre-arranged, radio communications began the training process. Two of Flotilla 33's crew members, Lou Campieri, FSO-MS 33, and Al Meister, FSO-OP 33, both D9ER, assumed their post at the bow of our "disabled" vessel.

Our Canadian counterparts swung into action, giving instructions and sending

the towline over the lake's white-capped waves.

Safely under tow, it would make a good story of successful training to say that the rest of the evening went off without a hitch. Unfortunately, however, that cannot be said.

While under tow, one of our crew members became extremely ill which, when coupled with conditions, necessitated invoking a safety-first policy, thus terminating the exercise.

Although this was not, as a result, what could be considered a successful operations-training mission, it was beneficial in other respects.

We learned, for example, that joint U.S.-Canadian exercises can be informally arranged at the local level, with each side gaining experience and knowledge from the other.

This will not be the only attempt at this exercise by our two units. Next time, perhaps we can persuade our friends from north-of-the-border to take the longer ride and venture into our more peaceful home on the Niagara River...just in case. 🌀

*"A break from
the heat arrived on
the day set aside
for our exercise.
An approaching
cold front brought
with it winds, rain,
and a threat of
thunderstorms."*



Photo: Rhonda Hebert, VFC-51 D7

IN MEMORIAM

Bertram Parker Haines, 101 Retired Member, Flotilla 51 D7

By Edwin S. Greenfield
SO-PA 5 D7

For 35 years, Bert Haines, Flotilla 51 D7 (Riviera Beach, Fla.), never ceased striving to teach and show – by deed and example – what it meant to be a member of the U.S. Coast Guard Auxiliary.

He truly had done it all...

During his Auxiliary career, Bert served in flotilla staff officer positions for 11 years, followed by 19 years of service at the division staff level. He also served as president of the Past Flotilla Commanders Association for Division 5.

Haines, who maintained his Auxiliary Operational Facility *Precious Too*, was elected FC-51 in 1979. He also served his flotilla as both chaplain and proctor.

He continued teaching many classes of Boating Skills and Seamanship until October 2001, when he became a Retired Member of the Auxiliary.

His dedication was a shining example to those around him and those yet to come.

Haines crossed over the bar on Nov. 9, 2006 – just one year after his 100th birthday party. Hosted by Flotilla 51, the event was attended by such luminaries as Commander Kevin Crawley, D7 DIRAUX, Captain James Maes (Ret.), former Commander, USCG Sector Miami, ex-U.S. Congressman Mark Foley, Riviera Beach Mayor Michael Brown, and many fellow Auxiliary Retired Members.

At age 100, Bert was still chipper, alert, and “with it.” He remained that way until just three weeks before his demise.

Born in Philadelphia and raised in southern New Jersey, Haines graduated in 1934 from the University of Pennsylvania with a degree in electrical engineering.

He spent 35 years at Ford Aerospace and Communications Corp. before retiring in 1970. He held a number of interesting patents, including those for a television remote control device and for 33 1/3 rpm records and record-players.

His wife, Ruth, two sons, four grandchildren, and one great-grandson survive Haines. 🌹

A Helping Hand for Merchant Mariners

By **COMO Helmut Hertle**

IPNADCO-OMS

Hey Buddy, can you spare a little of your time to help 35,000 merchant mariners make a living? Sure you can, but *will* you?

Maybe if you knew more about the reason for such a request, you would be willing to respond to this unique "boating public" need.

First, let us agree that our nation's security is paramount; that to foster our collective safety, procedures may be revisited, firmed up, instituted and changed.

As part of the Maritime Transportation Security Act (MTSA), these changes require that nearly all merchant mariners present themselves to the Coast Guard for ID verification and fingerprinting. Applicants for original credentials are also required to take an oath before a designated Coast Guard official.

These requirements are straight-forward and would not seem to be an undue burden to the maritime community.

So what is the problem? Hasn't every Auxiliarist been fingerprinted and required to submit identification information through a Personal Security Investigation (PSI)?

The difference is that these merchant marine regulations require that an applicant appear *in person* at a Regional Examination Center (REC). And there is a combined total of only 20 RECs, including three monitoring units.

As an example of the problems this scarcity of RECs creates, let's put you – as an Auxiliarist – in the scenario, and ask: Would you have gotten fingerprinted for a PSI if you lived in Duluth and were required to travel to Toledo or St. Louis for this? Or, if you lived in Salt Lake City and had to travel to San Francisco for the fingerprinting?

Many mariner applicants reside in locations remote from the main REC offices and suffer undue hardship because of the requirements of these regulations and the time limits imposed. The crux of the problem is the requirement to personally appear at an REC.

Regional Examination Centers are

receiving the brunt of the criticisms and complaints from mariners, the maritime industries and Congress for delays in processing applicants.

However, the RECs are not funded, equipped or staffed to meet the increased service demands. The Interim Rules are expected to create delays of 12-18 months as the backlog of mariners needing immediate service is processed.

The Coast Guard is sympathetic to the public's concerns and is establishing REC Remote Locations and Traveling Examination Teams to provide services at more-convenient sites.

Potential areas of Auxiliary direct support to both the Coast Guard and the RECs center on on-site assistance at existing centers and at the newly established Remote REC Locations. It is probable that the remote locations will be at Coast Guard units, but other sites, such as fire stations, schools, and civic buildings, may be utilized.

Auxiliarists will have the opportunity to acquire training in fingerprinting and identification functions for the merchant mariner and to contribute direct support to the Coast Guard.

Members wishing to perform fingerprinting and identification functions, or who may have regular access to an applicant's personal information, should have received a favorable determination on their PSI at the Direct Operations (DO) level. They must also sign a non-disclosure form, and commit to providing their services to the REC on a regular, mutually-agreeable schedule.

As Auxiliarists performing services for the public at RECs, we can be an invaluable asset, and also augment Coast Guard forces in responding to this legislated and worthwhile service, to assure a safe and secure maritime workforce.

For further information, please visit: http://www.auxmdept.org/latest_ms.htm#Direct_Support_Opportunities_at_RECs

Commodore Hertle now serves as liaison with the USCG National Maritime Center, for the Auxiliary REC Support Surge Operation. 🇺🇸



COMO Helmut Hertle

USCG Regional Examination Centers

Anchorage: (907) 271-6736

Baltimore: (410) 962-5132/5147

Boston: (617) 223-3040/41/42

Charleston: (843) 720-3250 or (800) 826-1511

*** Guam:** (671) 339-2001

Honolulu: (808) 522-8264

Houston: (713) 948-3350/51

Juneau: (907) 463-2458

***Ketchikan:** (907) 225-4496

Long Beach: (562) 495-1480

Memphis: (901) 544-3297 or (866) 777-2784

Miami: (305) 536-6548/49/6874 or (800) 982-9374

New York: (212) 668-7492/7864/4970/6395

New Orleans: (504) 846-6190

Portland, OR: (503) 240-9346

Oakland: (510) 637-1124

*** San Juan:** (787) 729-2376

Seattle: (206) 220-7327

St. Louis: (314) 539-3091

Toledo: (419) 418-6010

** Monitoring units*



Photo: NASBLA

Commodore Warren McAdams (left), Auxiliary National Chief of Staff, receives the prestigious Bonner Award from Virginia Boating Law Administrator Charles A. Sledd, president of the National Association of State Boating Law Administrators, during NASBLA's 47th Annual Meeting, in Louisville, Ky.

National Chief of Staff McAdams Named Bonner Award Recipient

By Rob Westcott
DVC-AN

Commodore Warren McAdams, Auxiliary National Chief of Staff (NACOS), is the 2006 recipient of the Bonner Award – one of boating's most prestigious honors.

Awarded annually since 1971 by the National Association of State Boating Law Administrators (NASBLA), the honor is bestowed upon a state or federal boating official who exemplifies the leadership qualities displayed by former U.S. Rep. Herbert C. Bonner of North Carolina.

The congressman wrote and sponsored the Bonner Act, better known as the Federal Boating Safety Act of 1958.

The award has been presented, over the years, to numerous Members of Congress, state boating law administra-

tors and U.S. Coast Guard personnel.

In announcing the award, NASBLA cited COMO McAdams' exceptional leadership and positive impact on recreational boating safety. One facet of this leadership was his establishment and strengthening of partnerships that benefit recreational boating safety.

An active NASBLA member, COMO McAdams has served on several of the group's committees and, since 2001, has written six articles a year for its magazine, *Small Craft Advisory*. He also represents the Auxiliary at National Boating Safety Advisory Council meetings.

COMO McAdams has supported efforts that retained, or established, six states as providers in the Vessel Safety Check (VSC) program. He helped secure funding from State Farm in sup-

port of the VSC program for 2005-07, through a partnership agreement.

An Auxiliarist since 1981, COMO McAdams is currently a member of Flotilla 53 D8ER (Cincinnati, Ohio). He has served as a District Commodore and, from January 1977 to September 2001, as Department Chief for Boating. Until his appointment as NACOS, he served as National Directorate Commodore for Recreational Boating Safety.

An AUXOP member, COMO McAdams is also a coxswain, instructor, vessel examiner, qualification examiner, and a former U.S. Army parachutist.

Mac, as he is affectionately known by those who serve with him, has been married for 43 years to his Auxiliarist wife, Billie, SO-IS 5 D8ER. The couple has two grown children. 🌟

RBSVP 'Sales Tool' Unveiled

By William Griswold
BC-BRG

The Recreational Boating Safety Program Visitor (RBSVP) program now has a new tool to place in the sporting goods department of big-box stores, to inform boaters that are in search of a life jacket.

The new point-of-purchase PFD poster (above) is designed to steer customers toward the best life jacket for whatever their chosen activity may be.

The United Safe Boating Institute, using a Coast Guard grant, designed the 12" x 18" "Which Life Jacket for You?" poster. Activities that boaters might be planning to pursue are pictured, accompanied by suggestions on which life jackets would be best suited for each activity.

The concept behind the poster is that, if someone buys a good quality, comfortable life jacket, they just might wear it.

Auxiliary units can order the poster through normal channels. It is being stocked at the Auxiliary National Supply Center, and should be available now.

We recommend that RBSVPs visit a nearby big-box store, locate the store manager and/or sporting goods manager, show them the poster, and ask that it be displayed where the life jackets are hanging.

Emphasize that the poster is designed to direct the customer to the best PFD for the activity he or she will be pursuing, while also pointing the potential purchaser toward the high-end product. 🏠

Which Life Jacket for You?

HUNTING
Coats and suits designed for floatation, warmth and comfort.

PADDLING
Designed with large arm openings for ease of movement while paddling.

FISHING
Comfortable, convenient and wearable with lots of features like pockets.

PWC AND WATERSPORTS
Rugged with multiple buckles designed for higher impact with the water.

INFLATABLES
Inflatable lifejackets are cool, comfortable and wearable and are available in collar and belt pac styles.
Not designed for use by non-swimmers or children under 16 years of age. To be legal they must be worn while aboard.

FAMILY FUN
Pick the one that's right for you and wear it.

THE UNITED SAFE BOATING INSTITUTE
USBI Member Organizations: American Red Cross, American Canoe Association, Coast Guard Auxiliary Association, Inc., United States Power Squadrons, United States Sailing Association, Canadian Power and Sail Squadrons.
Produced under a grant administered by the U.S. Coast Guard, from the Sportfish Restoration & Boating Trust Fund.
Poster produced by THE U. S. COAST GUARD

Why the Auxiliary Celebrates National Safe Boating Week

[Editor's Note: National Safe Boating Week may not begin until May, but it is not too early right now to begin planning for this important annual event. The author explains what it's all about.]

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

In 1952, Stephen Sadowski, an Auxiliary vessel examiner in New England, envisioned a "Safe Boating Week" as a vehicle to stimulate Courtesy Marine Examinations, now known as Vessel Safety Checks.

Four years later, the Safe Boating Week concept was discussed at the national level by Captain Harold B. Roberts, USCG Chief Director of Auxiliary, as a possible means of promoting safety at sea.

The Coast Guard officer urged creation of a national program "to promote a coordinated effort by the Auxiliary membership, various boating organizations, industries, [and] each state, county and community, in placing special emphasis on the importance and need for the observance of safe boating throughout the country."

National Safe Boating Week became an annual observance, from coast to coast, after being authorized by Congress in 1958 and proclaimed by President Dwight David Eisenhower.

This year, we will observe National Safe Boating Week (NSBW) from May 19-25.

In order to continue encouraging the boating public to wear life jackets aboard their vessels, this year's slogan once again, as it was last year, is *Wear It!*

During previous NSBW campaigns, we have reminded boaters that, *Life Jackets Save Lives. It Won't Work if You Don't Wear It!* We also have asked them to, *Boat Smart! Boat Safe! Boat Sober!*

The National Safe Boating Council, one of many boating organizations, points out that, "The success of the campaign will eventually be measured by how many boaters are wearing their life jackets."

The Coast Guard Auxiliary has partnered with other marine groups to educate boaters about safe boating practices, not only during NSBW, but year-round. These include the Coast Guard, U.S. Power Squadrons, National Association of State Boating Law Administrators, National Safe Boating Council, and the Boat U.S. Foundation.

The National Safe Boating Council, in particular, produces a year-long North American Safe Boating Campaign under a grant from the Aquatic Resources (Wallop/Breaux) Trust Fund, which is administered by the Coast Guard.

Auxiliary public affairs and publications staff officers can download boating safety materials and information for promotions through the media and with the boating public at: www.safeboatingcampaign.com.

In preparation for the 2007 NSBW campaign, a monthly newsletter – National Safe Boating Campaign News – is posted from January to June on the Auxiliary website, www.cgaux.org. This newsletter is another vehicle to help pass the *Wear It!*



message to the boating public.

During last year's campaign, Myrna the Mermaid advised boaters, "If you don't wear anything else, wear your life jacket!" This year, the mythical mermaid partners with another sea creature – Herman the Merman – to promote safe boating.

The life jacket industry is involved in our National Safe Boating Week efforts by offering boaters a variety of personal flotation devices to wear aboard their vessels.

With these PFDs, ranging from the Type I offshore jacket, to Type III, and Type V inflatables, offered in many styles and a variety of colors from which to choose, the boating public has good reason to *Wear It!*

From New England to Alaska and the Caribbean to the South Pacific, Auxiliarists celebrate the annual event by setting up public affairs and vessel safety booths at marinas, launch ramps, yacht clubs, and wherever else boaters congregate.

Boating safety literature and information about Auxiliary public education classes is distributed to the recreational boating public.

Auxiliarists often join with the Coast Guard, U.S. Power Squadrons, and other boating organizations in mounting marine parades, blessings-of-the-fleet, and water safety demonstrations. State and local dignitaries each year publicize the event by issuing NSBW proclamations.

Everywhere, during NSBW, the boating public is reminded to take a boating safety class, get a vessel safety check and, above all, *Wear It!* 🌊

Auxiliary Assists at 'Shoot-Out' On Missouri's Lake of the Ozarks

Story & Photo by Maxine Cavanaugh
Auxiliary National Press Corps

When some of America's fastest boats converged last August on mid-Missouri's Lake of the Ozarks – the country's third most accident-prone waterway, according to USCG data – for the 18th Annual Lake Rescue Shoot-Out, the Coast Guard Auxiliary was there to help.

The Lake of the Ozarks Shooter's Bar & Grill, at the 21-mile marker, hosts the popular event, which is the Midwest's largest unsanctioned race. Along with many local vessels, large power boats from across the country compete to be the fastest boat in their class.

The event is rated "number-three power boat race in the world" by *Power Boat* magazine. Participants pay a \$50 entry fee for two passes on the two-mile course, racing against the clock, not each other. Boaters use the first mile to get up to speed; for the second mile, they are clocked for the record.

Half-a-mile from the start/finish lines, four Auxiliary Operational Facilities kept busy, helping the Fire Rescue boats and Missouri Water Patrol maintain No Wake Zones, and keeping the seemingly never-ending stream of vessels within a Safety Zone.

Reports of more than 4,000 spectator boats, along with an estimated shore-side crowd of some 30,000, made for an exciting two days.

Recent area rains had threatened to dampen the activities, but by noon the clouds were gone and the sun was out, making us thankful for the sun canopy on Dick Johnson's pontoon boat.

I was along for the adventure — and for the story.

Crewing for Johnson, FSO-MS 30-5 D8WR, seasoned Lake of the Ozarks boater and resident Tom Rice, IPFC 30-5, opined before we cast off that morning: "The forecast is for rain. Better take the sun screen."

The OPFACs split up, with two taking the starting line position and two the finish line.

On Saturday, coxswains Ernie Venis, VFC 30-2 D8WR, and Johnson took the finish line, while Carroll Vogel and Bob Spruell took a position a half-mile in front



On Lake of the Ozarks, Mo. for the 18th Annual Shoot-Out competition, Tom Rice, IPFC 30-5 (left) relays 'orders' to OPFAC crewed by coxswain Ernie Venis (standing), VFC 30-2, and Scott Magnuson, FSO-CM 30-2, all D8WR.

of the starting line.

Crewing on the D8WR facilities were Tom Rice; Virginia Rice, VFC 30-5; Linda Spruell, FSO-SR 30-5; Bryan Morrissey, Scott Magnuson, FSO-CM 30-2; Bill Mueller, FSO-MT 30-5; and, Jack Williams, Flotilla 30-6.

On Sunday, Rose Johnson took the Johnson facility, while Dick Johnson crewed with Vogel. Bill Tull, Flotilla 30-6, worked out of the Shoot-Out's command trailer, handling Auxiliary communications.

Even from a half-mile away, it was exciting to watch the different boats hitting the finish line at their top speeds.

More than 60 different classes of boats – categorized by length (minimum 22 feet), hull type, motor size and number of motors – made up the race field. Winning speeds ranged from 47 mph for a pontoon boat, to a record-setting 208 mph by *Miss Longlite*, which broke last year's 203 mph record.

Auxiliary facilities are always an important part of the volunteer force for such events. This year was no exception. More than 200 family and friends of the three local fire departments and the Camden County Red Cross, along with

the Auxiliary, played a big part in making the event a success.

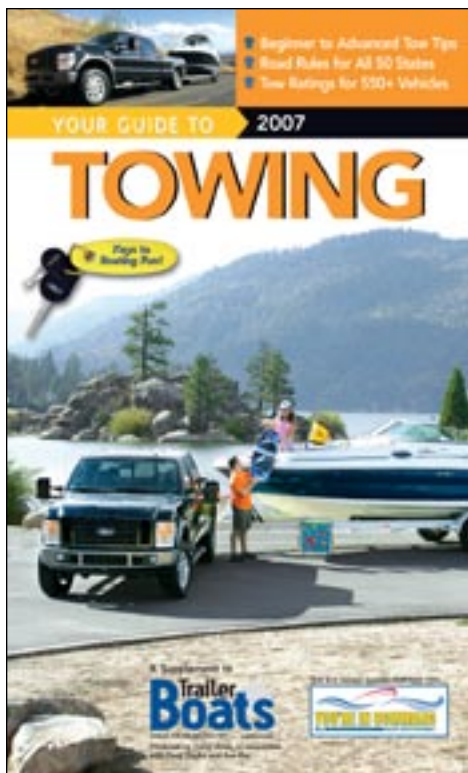
Race Chairman Jeff Dorhauer said, "We like to have the Auxiliary boats help us out during these races. Their presence, with their patrol banners, provides a needed visual authority on the water."

Auxiliary patrols are not as common as the Auxiliary would like on the 93-mile Lake of the Ozarks, however.

Its three flotillas are all within the first 30 miles and some of the arms that branch off from the main channel. The Missouri Water Patrol, with limited resources, lately has been asking the Auxiliary to provide Security Zones when there are situations that require divers to search for accident victims.

"We could use more help here," said Dick 'Bumper' Johnson, DCP-8 D8WR. "We have roughly 1,150 miles of shoreline and about 25,000 docks. That's a lot to balance between business, pleasure and safety."

On some of the busier weekends during the season, such as Memorial Day, Fourth of July, and Labor Day, the Coast Guard sends up a couple of boats from St. Louis to help patrol the Lake. 🚤



Free Copies of 'Your Guide to Towing' for CGAUX Boating-Safety Instructors

The newly updated 52-page instructional booklet – *Your Guide to Towing-2007* – is now available to Auxiliary boating-safety instructors, at no cost.

Developed by the editors of *Trailer Boats* magazine, in cooperation with the Coast Guard Office of Boating Safety, the booklet has been enhanced with new color photography and illustrations.

It also boasts new chapters on advanced, heavy duty towing techniques and tow ratings for 2007 pickups, SUVs and vans.

Bearing the USCG's *You're in Command* logo on the cover, this year's booklet discusses how to select a tow vehicle, choosing a trailer, tips for launching and loading a boat, towing safety checklists, and provides state towing laws for 2007.

Sponsored by Ford Trucks and Sea Ray Boats, *Your Guide to Towing* is also included in the March issue of *Trailer Boats*, the only magazine devoted exclusively to trailerable boats. It boasts a national circulation of more than 100,000 readers.

Auxiliary instructors should contact their FC or FSO-MA to obtain copies of the guide for boating safety classes and other events. ⚓



Toys for Tots in Ohio

Flotilla 51 D9ER members put big smiles on small kids' faces at Tots Children's Hospital in Youngstown, Ohio by distributing Christmas gifts. FL-51 has been doing this for three years by buying toys for its annual 'A Smile for a Child' gift exchange between members. Many of the hospitalized children might not otherwise receive anything for Christmas. Here, a young patient tries out his gift, delivered by Clyde Davis, FC 51 (center) and John Snyder, DCP-5.

Photo: Shirley Baker, SO-PA 5 D9ER

THE LAST WORD...

If I Can Do It, Anyone Can!

Story & Photos by Kurt Ayres
VCP-8 D8WR

A wide variety of watercraft is used in our Auxiliary surface operations—everything from sailboats, to offshore fishing boats, to Personal Water Craft. But one thing almost all of these vessels have in common is that they were built in a factory, or at least by professional boat builders.

One exception to this is *Jubilee*, a 16-foot plywood skiff built by the ultimate amateur boat builder—me!

Before I built her, I had almost no boating background whatever, save a couple of rides on friends' boats and renting the occasional rowboat at the local lake when I was a kid.

But I consider myself to be the ultimate amateur, not just because I lacked boating experience, but also because I had almost no woodworking skills, either, let alone experience with fiberglass, marine hardware, fittings and processes!

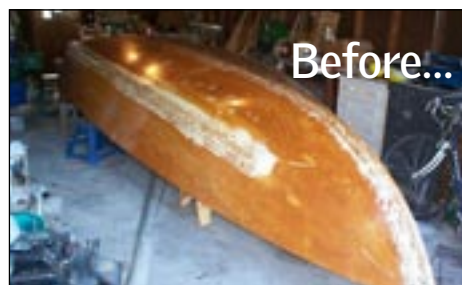
Jubilee was built almost exclusively with hand tools, along with an electric drill and jigsaw. I didn't purchase my first bench-type power tool—a table saw—until the basic hull structure was already completed.

Nonetheless, I believe she turned out well, due mostly to the excellence of the design and completeness of the plans that I purchased from Glen-L Marine Designs of Bellflower, Calif.

Actually, building *Jubilee* led to my involvement in the Auxiliary.

Despite the lack of experience, I took to building with a passion, but I soon realized that if I ever actually finished the vessel, I would actually have to *operate* it. And I had no idea how to do that!

So, I took an online boating course, which described something called a Courtesy Marine Examination, offered



by something called the United States Coast Guard Auxiliary. Not only did I decide that arranging for one of these CMEs would be a good idea, but also that this Coast Guard Auxiliary merited further investigation.

As my “boat eyes” developed, I became very much aware that people in my neighborhood who had boats rarely used them. Most of these poor vessels had long grass growing beneath them. I imagined that many of them were filled with years of rainwater and snow-melt.

With all the time, money and passion I was investing in *Jubilee*, I did not want her to end up the same way.

I realized that the Auxiliary was a way to keep both of us busy on the water, and so I soon became a member of Flotilla 87 D8WR.

Actually, *Jubilee*'s qualifications in the Auxiliary outpaced my own, early in our careers. She was certified as an Operational Facility before I was qualified to be her coxswain. I eventually caught up, however, and we have enjoyed many fun and useful hours on the rivers of our area.

My wife eventually joined the Auxiliary as well, and so we have boat, coxswain and crewmember all together in one place, ready to go when needed.

If I were to build a boat today with our local Auxiliary missions in mind, I probably would construct something larger. She seems a bit crowded with more than

two aboard, even though her official capacity is five.

Nevertheless, *Jubilee* is very much at home on the rivers here in west-central Illinois, and her small size and shallow draft allow us to get into tight places that other facilities might not be able to negotiate.

Of course, no boat is every truly “finished,” and this is especially true of amateur-built ones.

Every spring since she was launched in 2002, I have had a list of refit items that I want to accomplish, some of them major.

April, 2005 brought the design and installation of a fixed fuel system with a 19-gallon tank. In 2006, I added a console for the left-seat occupant so I could add windshields for both. *Jubilee*'s top speed of about 23 knots does not make them essential, but they will make the ride a bit more comfortable.

They'll also double as Asian Carp guards, providing at least a bit of protection against one of us being struck by our inland version of the flying fish.

Building, operating, maintaining and upgrading *Jubilee* has been one of the most gratifying and confidence-building experiences of my life. If you are looking for a fun “rainy day” or winter project, think about building a boat yourself.

And if you're not sure you'll be successful, remember this: If I can do it, *anyone* can! 🌀



PHOTO PANORAMA



Photo: Bill Mason, ADSO-PA 8ER

With the City of Cleveland's towering skyline providing a perfect backdrop, Scott Haver, IPDCP-7 D9ER, casts a sharp eye over the Cuyahoga River during an America's Waterways Watch patrol. Not seen is the coxswain, Larry Gowin, IPFC 7-3 D9ER, who is also a Qualification Examiner.



Photo: Bill Mason, ADSO-PA 8ER

When the well-known passenger riverboat operator Delta Queen Steamboat Co. decided to conduct an anti-terrorist training exercise, it knew precisely where to go for assistance – the U.S. Coast Guard Auxiliary! Here, William G. Husfield, FC 8-10 D8ER (Paris Landing, TN), mans the helm of an Auxiliary Facility as it passes by the paddle-wheeler *Delta Queen* on the Ohio River, at Paducah, Ky.



Photo: Don Rimel, FSO-PA 7-16 D7



Photos: PA3 Etta M. Smith, USCG

Team Coast Guard hosted print and electronic media personnel at the Portland (Maine) Fish Pier, on Casco Bay, to promote commercial fishing vessel and recreational boating safety examinations. **ABOVE:** It's not a rock-star, just Paul Smith-Valley (lower-left), RCO 1NR, surrounded by the electronic media on board the ground – fishing vessel, *Julie D.* **BELOW:** The intricacies of fishing- and recreational boating-safety examinations are divined by a reporter and a photographer during an interview with Lieutenant Connie Braesch, (third from left), Public Affairs Officer and Command Center Supervisor, USCG Sector Northern New England, and Susan Polans, FSO-VE 21 D1NR.



Ed Eggert, FC 7-16 D7 (Gulfport, Fla.) became an instant TV star on local Cable Channel 15 by getting 'busted' in order to depict the unpleasant penalty awaiting recreational boaters who violate Boating-Under-the-Influence laws. In this scene, Eggert 'staggers' off his OPFAC at Gulfport Marina, gingerly led by real-life Gulfport Police Officer Mike Vandenberg, as Gail Biron, the city's technical events specialist, tapes the action. Gulfport sponsored the video to warn boaters against drinking and 'driving' their vessels.

Thinking *Outside* the Box Is Actually *On* the Box

By Nick G. Tarlson
DVC-TD

What do you get when you combine an industry-leading producer of convenience foods, the world's largest retailer, and the Coast Guard Auxiliary's recreational boating safety message?

The answer is: the 2007 Kellogg/Wal-Mart/Auxiliary "On the Box" promotional program.

This March, four of the most popular cereals produced by Kellogg's and distributed through 3,800 Wal-Mart stores across the U.S. are scheduled to include a side panel with a recreational boating safety message targeting Coast Guard Auxiliary boating-safety classes and vessel safety checks.

The program is a part of a larger Wal-Mart sponsored program that will include in-store aisle displays. A second wave of four snack products is being negotiated for June, but further details were not available when this article was written.

Customers purchasing these products will be directed to the Auxiliary national website and the toll-free number that will put them in touch with local flotillas.

The key to benefiting from this program, if you are involved in public education, is to make sure you have boating-safety classes posted on your district web site at the appropriate times.

If you are a vessel examiner, you will want to make sure that you are regis-



tered on the national site so the public can link up with you via a zip code search.

If you are in recruiting, make sure you have enough materials to respond to the membership inquiries that we expect this campaign to produce.

The cereal products whose packaging reflects the message are Frosted Flakes, Rice Krispies, Frosted Mini Wheats, and Raisin Bran Crunch.

These products represent the most popular sizes of mega-brands produced by Kellogg's. They have expanded the

range of the promotion from being primarily kid-focused, in the past, to including all family and adult offerings.

This will get us into a larger cross-section of households across the U.S., including households with no children.

The second wave of products will consist of snack items, including Famous Amos Chocolate Chip Cookies, Cheez-It, Town House Original and Townhouse Toppers.

Approximately 1.5 million boxes will be printed with the Auxiliary message. Ninety-nine percent of all U.S. households consume cereal, and one of about every four cereal purchases are made at Wal-Mart.

So, we have the opportunity to reach an extraordinary number of people with our information.

This project was the brainchild of Dave Russell, VFC-56 D8WR, who is Manager of Business Understanding for Wal-Mart International and Kellogg Sales Company. Keith Burt, RCO(S), and Alan Main, IPFC-56, both D8WR, assisted with the photography for the promotional messages, and the National Public Affairs officers were instrumental in getting the web links and 800-number set up. 🦋

The image above shows details of the Auxiliary promotional message. That panel will appear on the lower-left corner of each cereal box, as shown below.



Strutting Their Stuff



Photo: John Gallagher, FSO-PA 5-10 D1SR

It was an historic occasion as a Color Guard from New Jersey Division 2 D1SR took to the field at Yankee Stadium, where the New York Yankees -- for the first time ever -- saluted the Coast Guard Auxiliary before, and during, one of its baseball games. As a large electric sign-board (upper left) flashes one of several messages promoting Auxiliary programs, the Color Guard prepares for the opening ceremony. Led by Donna Cole (left), SO-MS 14 D1SR, Color Guard members are, from the left: Colleen Pinelli, SO-AN 14; William Anania, FC-22; John Farrell, FC-24; Sharon Fox, DCP-2; Bob DiCorcia, FC-27; Rose Covert, SO-PS 2; Frank Giblin, SO-VE 2; and, Joseph Shovlin, FSO-MA 23, all D1SR. The Auxiliarists are also seen by fans on the super-sized TV screen high above their heads.

STORY ON **PAGE 21**

Coast Guard Auxiliary Association, Inc.

The Auxiliary Center
9449 Watson Industrial Park
St. Louis, MO 63126

NON-PROFIT
U.S. POSTAGE PAID
PERMIT NO. 842
JACKSONVILLE, FL.

Address service requested



Navigator