



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Navigator

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BATHING BEAUTY?



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SPRING 2008

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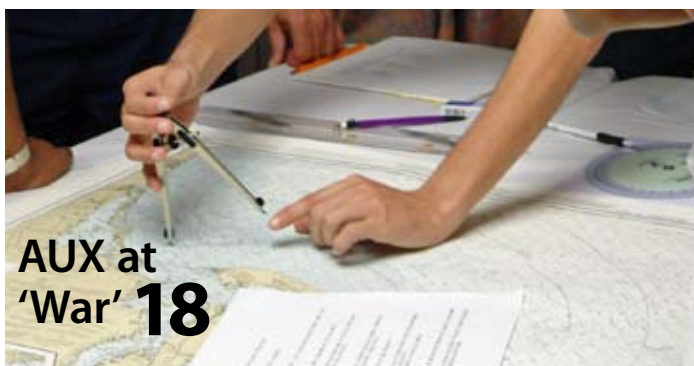
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ON THE COVER: This life jacket-clad figure may make you think of a character in a Stephen King novel, but actually, it's a cleverly disguised fender. Yup, a fender! It was one of the creations concocted for the unusual -- perhaps even unique -- Recreational Boating Safety Fender Team-Building Project & Contest conjured up by a duo of D1NR Commodores to promote RBS and serve as a fund-raiser for Coast Guard Mutual Assistance. Images of all the district-wide contest entries and the story behind them begin on **page 16**.

Photo: Frank Keslof, DSO-PB 1NR

DEADLINES

SUMMER: MAY 15
FALL: AUGUST 15

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L.A. Lawyer Takes Top Award

Story by
JOEL A. GLASS BC-ANN
Editor, *Navigator*

Alfred J. Verdi, VCP-12 and IPFC 12-4 D11SR (Los Angeles), was named in February as winner of the prestigious Commodore Charles S. Greanoff Inspirational Leadership Award.

The Greanoff Award – made annually by the Coast Guard and announced by Admiral Thad W. Allen, the Commandant – recognizes “the [year’s] most distinguished Auxiliary flotilla commander.”

Noting that, “Each year, it is extremely difficult to select only one recipient from the superb slate of Auxiliarists who are nominated for this award,” ADM Allen also announced that Honorable Mentions were accorded to Kenneth R. Babick, VCP-7 and IPFC-73 D13 (Portland, Ore.), and Harvey J. Schirmer, IPFC-28 D7 (Macon, Ga.).

Verdi, a lawyer, is a true Renaissance Man.

During his formative years, the Philadelphia-area native was immersed during summer vacations in recreational boating and fishing activities around Brigantine, N.J., an Atlantic City suburb. Thus, his love of the water comes naturally.

He also has a strong love of flying, which led him to a four-year enlistment in the U.S. Air Force. He began flying, at age 20, with the Beale Air Force Base (Calif.) Aero Club, and, “my love of aircraft became hands-on,” he said. His teachers were experienced Air Force jet-pilots.

Verdi repaired UHF and VHF radios on B-52 bombers at Beale and F-100 fighters at Phan Rang Air Base (Vietnam). While at Beale and Kadena Air Base (Okinawa), he worked on ARC 50 UHF secure communications/navigation systems aboard the hush-hush SR-71 Blackbird high-altitude aircraft and KC-135Q in-flight tankers.

He received his discharge in 1972, having risen to the rank of Staff Sergeant, and subsequently attended law school under the GI Bill.

Verdi joined the Auxiliary in 2004 and is the proud owner of a Sea Ray EC-390 Express Cruiser offered up as an Auxiliary Operational Facility. A certified Advanced Open Water SCUBA diver, he has been actively pursuing the Auxiliary coxswain, AUXOP, Air Observer, and Trident marine safety qualifications.

The intrepid Auxiliarist holds commercial, instrument and multi-engine aircraft ratings, as well as Federal Communications Commission licenses as a General Radiotelephone Operator and Amateur Extra Class radio operator (KG6YPW).

His keen interest in electronics is also a natural, given that his father served in the U.S. Army Air Corps as an airborne radio-man during World War II. He was shot down over Germany and



ALFRED J. VERDI
VCP-12 D11SR

spent the war’s final six months in a prison camp.

The younger Verdi, a solo practitioner in Beverly Hills, was elected Vice Captain this year, and also is serving D11SR as its ADSO-LP.

Verdi boasts extensive experience as a government contracts attorney, and has handled many maritime/vessel disputes and shipping-related contracts during a legal career that began as Associate General Counsel in the West Coast Division of Magnavox Electronic Systems Co., in Torrance, Calif.

The award announcement noted that Verdi had “entered his second year [2007] as flotilla commander with a vision for taking the flotilla to new levels of performance.”

While focused on “people development,” the ALCOAST added, “Verdi superbly motivated and led members of FL 12-4 to achieve personal training and program milestones that collectively yielded much higher levels of service to the Coast Guard and the public.

“Verdi initiated numerous programs that effectively combined the skills and enthusiasm of new Auxiliarists with the experience of their flotilla shipmates. As a direct result of his steadfast efforts, FL 12-4 functioned as a formidable team in tackling a diverse range of Coast Guard mission support.

“Through his superb leadership, FL 12-4 completed 21,780 total mission hours, sustaining a 75 percent increase to rank third in national programmatic output. Verdi’s devotion, leadership and ability to create synergy between his flotilla, the public, and active-duty Coast Guard served as the catalyst for outstanding success across all Auxiliary programs.”



COMMODORE
**STEVEN
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

The Auxiliary is changing

Thomas Jefferson once said:

I am not an advocate for frequent changes in laws and Constitutions. But laws and institutions must go hand-in-hand with the progress of the human mind.

As that becomes more developed [and] more enlightened, as new discoveries are made, new truths discovered and manners and opinions change with the change of circumstances, institutions must advance also to keep pace with the times.

We might as well require a man to wear still the coat which fitted him when a boy as civilized society [is] to remain ever under the regimen of their barbarous ancestors....

As the world around us changes, so must we, if we are to remain relevant to those we serve.

Over the past three years, we have seen the establishment of over 36 Coast Guard Sectors around the country. Many of our Divisions and Flotillas match up well with the Sectors in their area of responsibility, but there are still areas where the match isn't perfect and we need to make some adjustments.

At the 2008 National Training Conference (N-Train) in St Louis, the Auxiliary Sector Coordinator (ASC) position was finalized. Each ASC is the representative of the District Commodore in each Sector and the key liaison between the Sector and local Auxiliary units.

Our initial group of ASCs met for several days to share best practices, brainstorm issues, and discuss what the ASC job should be and how best to standardize a very non-standard job description.

At the same time, the National Board spent time focusing on a plan for modernization of the Auxiliary and how best to implement changes that will keep us in step with the Coast Guard in the years to come. I am proud to report that we made good progress in our efforts.

Our modernization plan is on a two-year time line for implementation. The changes are

modest and will be heavily driven by what each District needs to do to best serve their members and the Coast Guard units with which they work. The District leadership is taking on more responsibility to manage the assets within the District to better align with Coast Guard needs.

The National Board approved some title changes for District Vice and Rear Commodores. On, or before, the final implementation date, our District Vice Commodores will be called District Chief of Staff and District Rear Commodores will be addressed as District Captain.

The re-naming was done, in part, to alleviate the confusion often caused by the title not agreeing with the number of bars on the Auxiliarist's shoulders. There may also be similar changes for Division Captains and Vice Captains coming soon. We also expected, at the National level, some changes to our Area Commodore titles and duties.

Of course, there will be the requisite changes to the Auxiliary Manual and other relevant documents to provide for these changes.

Our goal is to make sure the Auxiliary matches up well with the Coast Guard on the key points for communication and mission execution. As the overall Coast Guard plan is finalized, the Auxiliary will be there – ready to meet our responsibilities to all.

One important note is that with the modernization we will be doing, nothing will change at the Flotilla level. Titles, jobs, missions and duties will remain as they have been.

It has been my honor to serve as your National Commodore this past year. I ask for your continued support as we work through our modernization plans. You have been doing a fantastic job. Let's keep focused on doing what we have been doing – working hard and having fun doing it.

As Paul Harvey, the veteran radio broadcaster, once said, "At times like these, it is helpful to remember that there have always been times like these." 🌟

Navigator

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The Tonka toy fire truck, ready for its Christmas wrapping in Rhode Island.

2 MEMBERS + 1 YOUTH =
ONE VERY MERRY CHRISTMAS

AUXILIARY 'SANTAS'

This is the tale of how one Auxiliarist each from the Northern and Southern Regions of District 1 got together – thanks to the Auxiliary's web site – to make a needy young boy extremely happy by buying and delivering last-minute Christmas gifts for him.

'Twas the night (two days) before Christmas, and all through his house, Charlie Kovach, VFC-83 D1NR (Bristol, R.I.), could hear an arriving e-mail. It was from Mike Klacik, SO-PV 48 D1SR (Flemington, N.J.), who had learned that a family in Warren, R.I., which is not far from Bristol, desperately needed some toys as Christmas gifts for their nine-year-old son, Hunter.

Mike had found Charlie's name and e-mail address on the Auxiliary web site, utilizing the zip-code and flotilla search functions.

At first, Charlie was skeptical of the e-mail from an unknown person. However, his skepticism quickly dissolved once he learned that Mike not only was an Auxiliarist, but also a retired police officer.

Charlie then very much wanted to help out the Rhode Island family. He found out that Hunter had asked Santa for a toy fire truck, but the young boy's mom was unable to buy him one for Christmas.

Charlie wasn't exactly thrilled about the prospect of going out to shop for a fire truck on the Saturday night before Christmas, but he did so anyway and was able to secure a shiny new, motor-



The 'thank-you' card.

ized, toy fire truck. And some other things, too.

This small, yet highly meaningful display of The Christmas Spirit – performed without any fanfare – shows well how e-mail can bring together, in cyberspace, Auxiliarists from different parts of the country to jointly get a project done.

Charlie and Mike quickly agreed to share the cost of the Christmas gifts.

Meanwhile, in order to celebrate the success of his partnership with Mike on the Christmas project, Charlie pieced together an imaginative Christmas collage (see back cover).

Mike obtained, and relayed to Charlie, the family's address. Then, in a brief Sunday-before-Christmas visit to the family's apartment, Charlie – garbed in his Auxiliary ODUs – delivered the gaily-wrapped truck, along with the additional gifts he had purchased.

The artwork is highlighted by the family's thank-you card, with a photo of each of the Auxiliarists, on either side. The other gifts that Charlie had found for young Hunter are also pictured in the collage. ❁



MIKE KLACIK
SO-PV 48 D1SR



CHARLIE KOVACH
VFC-83 D1NR

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Hunter's mom was extremely thankful. She insisted that Charlie let her show her appreciation by accepting some canned goods for the Coast Guard and a "thank-you" card to go with them.

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Story by
SIGURD MURPHY
DCP-2 D17
and
LINDA SHOGREN
DSO-PA 17

Small PWCs do B-I-G Job

**RIDING TO THE RESCUE
WHEN A SMALL PLANE CRASHES
ON AN ALASKA MOUNTAIN**

It began – on Alaska’s well known Prince William Sound – as a spectacular late-autumn day, with sunshine reflecting off the mountain peaks’ white “termination dust” – always a harbinger of the rapidly approaching cold winter months.

Amid this sylvan scene, D17 Auxiliarists Sig Murphy, DCP-2; Commodore Gary Taylor, DVC-OS; and, Stewart Sterling, DSO-CS, were completing Personal Water Craft (PWC) qualifications and requals.

The PWCers were accompanied by Auxiliary Operational Facility 256611, with Roy Stoddard, RCO D17, as coxswain of the SAFE Boat.

Little did the Auxiliarists know at the time that both their search and rescue (SAR) capabilities and response time of the PWCs would be tested that September afternoon in 2007. Nor did they realize that the small craft would make a big difference.

Stewart Sterling, FSO-CS 24 (at helm), and Sig Murphy, DCP-2, both D17, make their way through the frigid waters of Prince William Sound on board one of the Personal Water Craft Operational Facilities that had been borrowed from Flotilla 25 in Seward, Alaska.

Photo:
Roy Stoddard,
RCO D17





Photo: Mary Murphy, SO-SR 2 D17

Flotilla 24 D17 members Roy Stoddard, RCO; COMO Gary Taylor, DVC-OS; Steward Sterling, DSO-CS; Sigurd Murphy, DCP-2; and, Rae DeLey, FSO-MT 24 take a breather on a dock at the Whittier, Alaska, Small Boat Harbor prior to their SAR mission.

Coast Guard helicopter 6566, based at CGAS Cordova, hovers near the crash site after leaving its scheduled ATON-checking mission to assist in rescue operations at the mountainside location.



Photo: Roy Stoddard, RCO D17

After completing PWC training evolutions, the members returned to Whittier to pick up Rae DeLey, FSO-MT 24 D17, for the SAFE Boat, and then begin a combined training and safety patrol.

In mid-afternoon, members on OPFAC 256611 got word of a downed aircraft. But the radio transmission from the person contacting the Coast Guard could not be heard and no site location was given.

OPFAC 256611 called in the two PWC operators, using a spotlight – a pre-arranged signal. The SAFE Boat headed due east. The faint sound from an on-scene radio could be heard. It was followed by a report of an aircraft crash near Three Finger Cove, with one survivor trapped in the wreckage.

It was decided that Murphy and Stewart would use the PWCs, which were on loan from Flotilla 25 in Seward, because of the crafts' emergency response speed, while COMO Taylor, Stoddard and DeLey would follow with the OPFAC.

Two other facilities in the area were also underway, headed to the site – 282285 (Tom Kane, VFC-24, coxswain, and Mary Southard, Flotilla 24, crew) and 453243 (Dave Brubaker, DSO-AV 17, coxswain; Will Frost, FSO-MA 24, and Bill Reiter, FSO-CM 24, crew; and, trainee Dan Wagner, FL-24, along with guest Cynthia Jones, an Emergency Medical Technician

from Haines, Alaska.

The PWC duo arrived on-scene within 12 minutes. They were immediately flagged down by a woman rowing a small dinghy from shore, who reported that the aircraft had crashed in a densely wooded area on a nearby mountainside.

Beaching their craft on the rocky shore and garbed in full Personal Protection Equipment, Murphy and Stewart headed up the steep terrain toward the crash site. After an exhausting, slippery climb, they came to the crest of a ridgeline and looked down at the crash scene.

They saw a Cessna 180 float plane that was upside-down, its right wing missing and its propeller torn from the engine. There was extensive front-end damage and the area was soaked in aviation fuel.

Nearby hikers had heard what sounded like two rifle shots. What they actually heard was the Cessna's right wing hitting a tree on a nearby hill and the impact of its crash onto another wooded hill.

Pam Pope, one of the hikers and an EMT, had determined that the pilot was dead, but his wife was alive, though trapped in the wreckage. The other hiker returned to the shore and asked *Tarka* – a second vessel anchored in the cove – to radio a situation report to the Coast Guard. That was the radio transmission heard by the Auxiliaries.



Photo: Cynthia Jones, EMT, Haines, Alaska

Both the dead pilot and the surviving passenger were trapped in the plane's mangled cabin. While Pope held the woman's head up, out of the mud and oil accumulated on the roof of the aircraft, Murphy, Stewart and another hiker began peeling back metal parts of the wreckage so that the survivor could be extricated.

Just then, USCG Helicopter 6566, engaged in an ATON-checking mission, landed in a nearby meadow and two crew members climbed to the crash site. Everybody struggled to extract the sur-

The lopsided Cessna 180 float plane after it had crashed into a densely-wooded area of a mountainside near Prince William Sound's Three Finger Cove in Alaska.





Stewart Sterling, FSO-CS 24 (left), and Sig Murphy, DCP-2, both D17, proudly show off the Kawasaki Personal Water Craft borrowed from Flotilla 25 (Seward) at the Small Boat Harbor in Whittier, Alaska.

Photo: Bill Morris, FC-24 D17

vivor, who was in shock, but partially conscious. She had a broken arm and knee and suffered extensive head trauma with bleeding wounds.

She was removed from the cockpit and gently placed against the fuselage. The EMT used materials from the Auxiliary PWC first-aid kits to secure the woman's broken arm and stop the blood-flow.

Because it was on an ATON mission, the helo crew did not include a rescue swimmer. The Cordova based helo was also low on fuel. All agreed that the injured woman's only chance for survival was to transport her immediately to a hospital.

The helo could not leave a crew member on the ground to perform a basket hoist. Murphy and Stewart, who had previously practiced water-basket hoists with Coast Guard helos, volunteered to be the ground crew.

The USCG air crew hiked back to the helicopter, got airborne, and the basket hoist was successfully completed in just minutes. The helo reached a hospital in Anchorage with less than two minutes' fuel remaining.

OPFAC 453243 had arrived outside the

cove shortly after SAFE Boat 256611. Its crew began relaying radio communications between those at the site, the Coast Guard and, later, the Alaska Air National Guard (AANG).

Ten minutes after USCG Helo 6566 departed, AANG arrived on-scene and, due to the crash location, served as Search Mission Coordinator (SMC), with Coast Guard assistance.

An AANG C-130 circled overhead and an Air National Guard helo landed 30 minutes later. Paramedics hiked to the scene, where the Auxiliaries were still standing by. The Cessna pilot was declared deceased and flown to Anchorage.

It was learned later that the responding AANG units were the very same units with which Flotilla 24 had practiced a sea search-and-rescue just two months earlier – in the same general area.

For the duration of the rescue operation, two additional OPFACs – 282285 (Tom Kane and Mary Southard), and 263269 (Bob Harvey, FSO-IS 24, and Nancy Harvey, FL-24) – maintained strategic positions to assist with communication relays. "The staging of the OPFACs was

perfect for the situation," Brubaker said. "We were each where we needed to be."

At the debrief, participants agreed that this mission had validated the PWC platform as a realistic, important SAR tool for the Auxiliary in Alaska. The craft provide rapid response. They can be used to extract people from the water or vessels. They can tow recreational boats in distress a short distance to safety, or be utilized as an emergency on-scene command post.

Also, PWC versatility allows searches for missing persons or vessels to be conducted in shallow waters and rocky areas inaccessible to many larger boats.

"The rapid response capabilities of PWC OPFACs can make a difference between life and death, especially in our harsh Alaska climate and coastal terrain," Murphy insisted.

The Auxiliary operations program sets high standards for a reason – it saves lives. "This was all about training, training, training," Southard insisted. "We all responded immediately and were ready to assist in any way we could. I was so proud to be an Auxiliarist this day." 🌟

YOUTH AWARDS GIVEN IN N.J.

Story by
DEE THOMPSON
DSO-PA 1SR

Eight New Jersey Auxiliarists and the crew of the USCG Cutter *Katherine Walker* have won the 2007 Coast Guard Commandant's Partnership in Education Award in recognition of their "outstanding achievement" in youth-related activities.

The award was made by Captain Joseph Kolb, Deputy Director, USCG Office of Civil Rights, in a February ceremony at Coast Guard Station Bayonne (N.J.). It was accepted on behalf of CGC *Katherine Walker* by her commanding officer, Lieutenant Amy E. Florentino.

The Auxiliary members who also received recognition were: Dee Thompson, DSO-PA 1SR, and Salvatore Ruggiero, FC-44; and, from Flotilla 10-2, Monica Valdes, VFC, Patti Espejo, FSO-FN; Steven Temple, FC; Regina Whitehead, FSO-MA; Dennis Whitehead, IPFC; and, Melissa Corrado, FSO-PE, all D1SR

The award acknowledged hard work and initiative in setting up and supporting successful youth-targeted programs on CGC *Katherine Walker*.

The 24 active-duty Coasties and eight Auxiliarists in the program contributed over 300 volunteer hours in support of the Partnership in Education program, in which 580 New Jersey and New York students, pre-kindergarten to high school level, participated.

The programs were initiated under a Presidential Proclamation and the National Community Service Act of 1990. The Coast Guard's commitment includes enhancing educational opportunities and career awareness for America's youth.

Participants work directly with the students to heighten awareness of traditional Coast Guard values, with emphases on scholarship, personal initiative, responsibility, citizenship, drug-free lifestyles, and individual self-worth.

The programs enhance the Coast Guard's visibility as a possible career alternative for youth after high school

Auxiliarists and
'Katherine Walker' crew
share the honors

graduation.

The CGC *Katherine Walker* unit award recognized outstanding achievement via its association with the Naval Sea Cadets' Aegis Division, Woodbridge (N.J.) High School, George Washington High School (N.Y.) Junior Reserve Officer's Training Corps, St. Rose Lima School, Bayonne, N.J., New Jersey Girl Scout Troops, and the local Science, Technology and Engineering Program.

The Coasties also were recognized for mentoring one senior apiece at two high schools, both of whom were subsequently offered appointments to the U.S. Coast Guard Academy. 🌟

Coast Guard, Coast Guard Auxiliary, students, and others involved in the youth education program gather after the Commandant's 2007 Partnership in Education Unit Award was presented. Proudly displaying the plaque are LT Amy E. Florentino, Commanding Officer, USCGC *Katherine Walker*, and Captain Joseph Kolb, deputy director, USCG Office of Civil Rights, who presented the award.



USCG Seeks AWW Support

Story by
LT BRIAN ZEKUS, USCG
Program Manager
America's Waterway Watch

Much as I hate to admit it, Team Coast Guard just cannot be everywhere at once – despite our numbers and level of dedication.

With more than 95,000 miles of shoreline and 290,000 square miles of water in this country, we simply cannot keep the kind of eye on our waterways and shorelines necessary in this post-9/11 world.

That is why America's Waterway Watch (AWW) is such an ingenious program. It enlists the eyes and ears of 77 million adult recreational boaters who are *already* out on our rivers, lakes, streams and oceans. These individuals are in a perfect position to notice whether something is amiss and, if so, to call the AWW hotline

(1-877-24WATCH).

Keeping this in mind, I cannot help but see every interaction between an Auxiliarist and the recreational-boating public as an educational opportunity that can help keep the United States out of harm's way.

Each day, the Auxiliary conducts, on average, 377 Vessel Safety Checks (VSC) and teaches boating safety to 550 boaters.

However, I would like to encourage you to use the programs you already have in place, and the connections you already have with the boating public, to also raise awareness of America's Waterway Watch.

Specifically, you might consider the following:

Each time you conduct a VSC, tell the boat owner about AWW and explain what constitutes "suspicious activity." You might even make it a habit to hand out an AWW decal, along with each copy of the

VSC form and/or VSC decal.

At each boating class you give, provide attendees with a brief overview of the AWW program. You can hand out AWW pamphlets or add information about the program to any class-related materials you may already be distributing.

Are you representing your flotilla at a boat show? If so, be sure to have some AWW information at your booth. AWW wallet cards serve as good giveaways. Eye-catching banners and other materials are also available.

Making AWW materials part of your recruitment information package might just give a potential Auxiliarist the additional inspiration he or she needs to join.

For more information on the AWW program, visit www.americaswaterwaywatch.org or e-mail LCDR James Rocco, AWW program manager, at: aww@uscg.mil/.

Tennessee Governor Phil Bredesen (second from right) displays a framed copy of the Coast Guard's new America's Waterway Watch poster. It features a striking waterfront image of the Nashville skyline, Cumberland River, and sternwheeler *General Jackson* taken by Auxiliary National Photo Corps member Bill Mason (right), ADSO-PA 8 D8ER. Joining them in the Governor's Conference Room at the State Capitol, under the watchful eyes of President Andrew Jackson, are Lieutenant Commander Joshua D. McTaggart (left), Commander, USCG Marine Safety Unit Nashville, and Kevin Gallagher, SO-MS 11 D8ER.



Photo: State of Tennessee

AUXILIARISTS HEED FEMA'S CALL

'IT WAS A VERY ENJOYABLE EXPERIENCE,' SAYS ONE

Story by
MAXINE CAVANAUGH
DSO-PB 14
Auxiliary National Press Corps

(Editor's Note: Part 1 of this two-part look at Auxiliarists serving with the Federal Emergency Management Agency focused on the author's personal experiences and views. Now, she looks at those of other Auxiliarists who serve as occasional, paid FEMA 'employees' to help their fellow-man in times of distress.)

Ever since August 2004, when Hurricane Charlie struck southeastern Florida, Coast Guard Auxiliarists have been actively supporting FEMA. Many responded when the initial call went out. Many more stepped forward after Hurricanes Katrina and Rita made landfall in 2005.

Following are just a few of those who have heeded the call, and whose service with FEMA has made a difference:

Maggie Albert, IPFC-11 D13 (Bellingham, Wash.), and shipmate Mary Kimmich responded after Hurricane Wilma. Their initial assignment was at a Mobile Disaster Recovery Center (DRC) in Pompano Beach, Fla. Calling ahead to verify directions to the center, they were told to look for a mountain. A mountain in South Florida? When they arrived at the site, they found there was one, indeed – a mountain of debris.

Maggie and Mary were amazed at the victims' ability to say, "I know I don't have it as bad as a lot of others." The applicants for assistance just needed someone to listen to their stories of damaged houses, mold, falling ceilings, etc. The FEMA volunteers were constantly amazed at the victims' ability to still smile and retain their sense of humor.

"One day, a young woman expressed gratitude for my help," Maggie recalled "As she thanked me, she reached into her purse and pulled out a piece of wrapped hard-candy. I could tell by the expression on her face that I could not turn down her offering.

"She placed the candy by my hand and said, 'Knowing you, you won't keep the candy; you will give it away.' Then, she left.



ROBERT CONROY
FLOTILLA 65 D1NR



BARBARA CONROY
FLOTILLA 65 D1NR



MAGGIE ALBERT
IPFC-11 D13



MARVIN WADE SIMS
FLOTILLA 17 D8CR

"A few minutes later, a FEMA worker who knew that I am a Registered Nurse told me that an elderly woman was having an insulin reaction. I immediately went to her. She asked for some hard-candy. I learned a long time ago to believe a diabetic when asking for candy. I gave her the piece that had just been given to me.

"And I remembered that the 'donor' had told me I would give it away."

Like most FEMA Disaster Assistance Employees, Fred Pulve, Flotilla 10-11 D11, received 24-hour's notice to deploy from his Phoenix-area home. During his month-

long deployment, Pulve's community relations team lived in two different tent cities before finding a hotel in New Orleans. The team concentrated on finding temporary housing for displaced victims.

When their 30-day deployment ended and they had to process out, Fred and his partner returned to Baton Rouge to turn in their government-issued equipment. Because they had been in the Ground Zero area, they were also checked by medics and stress counselors. Fred flew back to Phoenix, glad to be home. "It was a great experience," he said.

Bill Rohland, VCP-24 D1SR, of Stratford, Conn., along with father and son Roger Kergaravat, FSO-MS, and Chris Kergaravat, Rogelio Figueroa and Roberto Ortiz, all FL 24-2, responded to the call for help and were deployed to Biloxi, Miss. They were assigned different duties that changed frequently.

Chris Kergaravat processed people living on a cruise ship utilized as temporary housing in Mobile. He was responsible for the health and welfare of children on the ship, while his dad assisted disaster victims in a DRC in Gulfport, Miss.

Rohland, Figueroa and Ortiz started out working with FEMA and the American Red Cross at a DRC in Ocean Springs Miss.

Ortiz and Figueroa used their bilingual skills to translate for area Hispanics. They discovered an entire community of more than 800 non-English-speaking people short on food and water, desperate and not knowing where to turn for help. Unaware of possible FEMA assistance, nobody had filed applications with the agency.

Roberto and Rogelio worked with these folks and got them in the FEMA system. "They called us angels," said Roberto, recalling how grateful these people were for someone who could speak Spanish and help them out.

Santa Claus (yes, that's his legal name!), FL 11-1 D11NR, of Incline Village, Nev., deployed for 30 days to Dallas after Katrina and Rita. He ended up spending 10 weeks at the Dallas DRC, meeting and comforting victims of the two hurricanes.

More than 30 federal and state agencies and voluntary agencies staffed the Dallas center, serving those affected by the storms. Many were Auxiliarists, including Claus. Trained to interface with hurricane victims and help them begin rebuilding their lives, Claus – in a blue FEMA shirt

instead of the usual red and white outfit – met a lot of families that had lost everything.

Despite the blue attire, he was "recognized" by one child who was overheard stating that, "I know we're not going to die because Santa is here."

Marvin Wade Sims, FL-17 D8CR, was assigned to Baton Rouge, La. After living for two weeks in Camp Allen, his team found lodging at Cocodrie, La. camps normally used by vacationing fishermen. It was great living there rather than in the tent city, but Sims sighed, "We just couldn't find time to fish."

As a community relations team member, Sims visited local businesses, damaged homes, churches, shelters, local government offices, etc., making sure that displaced residents knew FEMA and other agencies' assistance was available, and just answering slews of questions.

The team found a remote Native American tribe nearby that did not know about FEMA and thus had not registered for assistance. In fact, many of them were illiterate. They did not know how to do so, nor did they understand FEMA's role. The team got them registered and on the road to assistance.

Every day was a new experience, and the tactical mission changed often. All of the Auxiliarists on Sims' team who had deployed for 30 days decided to extend their stay. Sims himself stayed on for nearly six months.

"I'm thankful that the Auxiliary made this possible," he said. "I really enjoyed working with FEMA. It was a very rewarding experience."

Tom Rice, SO-IS 30 D8WR, deployed from Sunrise Beach, Mo. Within a week after leaving home, his dog died and his wife sold his car. Tom worked as a computer technician in the Joint Field Office

in Mobile, Ala. He reported his experience as having been fulfilling, despite not having gotten out into the field.

Barbara and Robert Conroy, FL-65 D1NR, in Westport, Mass., went to Amite, La., a small town 40 miles from New Orleans. The weather was atrocious, with heat and humidity that were relentless. Not exactly New England weather!

Working in DRCs, they interviewed survivors, verified their records, and made sure the applicants were eligible for assistance. Those not already registered were given the opportunity to get into the system. Many were awarded \$2,000 in expedited assistance immediately after the storms moved on. The Conroys encountered some applicants who had never seen that much money at one time. Some even quit their jobs.

Applicants often had to spend two hours waiting in line. Many were extremely poor and not well educated, so DRC workers helped write their appeal letters seeking reimbursement for destroyed equipment, such as generators and chain saws.

The time the Conroys spent on their FEMA deployment changed their lives forever. They made lasting friendships. One friend actually took early retirement from another government agency in order to make FEMA her lifetime commitment.

Those 2004-05 hurricanes have made a difference not only in the lives of the survivors, but also in the lives of those of us who responded. Many Auxiliarists are now FEMA Disaster Assistance Employees (DAE), ready to deploy when called.

Many have formed lasting friendships with other DAEs after getting to know them during long hours of recovery operations. These disasters brought us together and let us make a difference that we never dreamed of. ☺

Team Coast Guard Goes Irish

In a true display of the Team Coast Guard concept, 10 Auxiliarists from Flotilla 18-6 D1SR, four members of the Long Island Chapter – Coast Guard Chief Petty Officers Association, and five active-duty Coasties from Station Shinnecock joined forces to enter and man a float (aka Coast Guard RHIB 270502) in the St. Patrick's Day Parade competition at Center Moriches, N.Y. After the team's entry took Third Place, the proud participants and some family members gather alongside the RHIB to celebrate.



Photo: Kevin Osterbery, SO-MA 18 D1SR

COAST GUARD MUTUAL ASSISTANCE



Your Contribution Counts!



Coast Guard Mutual Assistance (CGMA) is: "Coast Guard people helping Coast Guard people." With a legacy extending back to 1924, CGMA has a proven track record of getting help where it's needed, when it's needed. Whether responding to a natural disaster affecting hundreds, or to the many individual needs that arise each year, CGMA stands out as a uniquely effective way to extend a practical helping hand to Coast Guard people in need.





Contributors last year helped provide over \$4.1 million in financial assistance to Coast Guard individuals and families in need in over 5,620 cases. That includes members of the Coast Guard Auxiliary, who received a combined total of \$22,220 in financial assistance in 2007.

CGMA is an independent non-profit organization. While it works closely with the Coast Guard, it receives no government

funds. All support comes from the voluntary contributions of people like you. Without a steady infusion of funds, CGMA cannot continue to perform its vital role within the Coast Guard community.

While a written appeal for contributions is going out to active Auxiliarists in the March/April time frame, contributions are welcome at any time during the year. Memorial contributions, bequests and other special contributions from individuals or estates are also welcome. Information and contribution forms are available on the Coast Guard Mutual Assistance web site – <http://www.cgmaHQ.org/>.

Those who prefer may use the attached contribution form. Send it along with your gift to: Coast Guard Mutual Assistance, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203-1804. Checks or money orders may be made payable to: CGMA. ☺

CGMA 2008 Contribution Form			District/Region/Flotilla																					
YES! I'd like to contribute to Coast Guard Mutual Assistance. My check for \$_____ is enclosed. (Make check payable to CGMA) Please mail your contribution to the following address: <div style="text-align: center;"> Coast Guard Mutual Assistance 4200 Wilson Blvd Suite 610 Arlington, VA 22203 </div> I prefer to contribute by Credit Card			Print Name <hr/> Street/Apt # <hr/> City, State, Zip Code <hr/> Signature (for credit card) <hr/>																					
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Thank you in advance for your generosity. For more information, please visit the CGMA web site, or call CGMA Headquarters at: 1 (800) 881-2462.

Fender Fantasy

D1NR RBS TEAM-BUILDING PROJECT/CONTEST BENEFITS CGMA FUND

Sometimes, the best ideas strike at the least expected times. And in the most unexpected places.

Take, for example, the case of Commodores Renelle LeBlanc, DCO, and Carolyn Belmore, PDCO, both D1NR.

There they were, one day last year – two senior Auxiliary officers from Massachusetts – tooling along a very dry rural roadway on Cape Breton Island, Nova Scotia, some 840 miles northeast of Boston.

Suddenly, it happened.

The spark of creativity struck, just as this dynamic duo rounded a curve in the road. Literally in the middle of nowhere, there before them loomed a house and nothing other than – of all things! – “the biggest mooring ball I’d ever seen,” recalls COMO LeBlanc.

A routine “find” in a nautical Canadian province? Perhaps. But that particular mooring ball most assuredly was not. For, lo and behold, *this* puppy was lavishly adorned with a beautifully painted and lacquered scene of a seaside village. “Very much like a Christmas ornament,” according to COMO LeBlanc.

So shocked were she and her travel-

ing companion that they both forgot to take a picture. But, nevertheless, the unusual visage stuck in their minds and they talked about it repeatedly over the next few days of their excursion.

Finally, in a classic idea-explosion, that unexpected vision encountered in a remote part of Nova Scotia transmuted in their minds into a highly unusual, highly laudable, highly promotable, and rather lucrative concept.

The idea was what COMO LeBlanc terms, “a multi-purpose exercise [in] team-building, Recreational Boating Safety [RBS] message, utilization in public education and youth PE classes, and donation to the Coast Guard Mutual Assistance (CGMA) Fund.”

The inspiration that the two Commodores came up with was, perhaps, simple yet clearly elegant in its simplicity:

It saw the first light of day last September 21st, when each Division Captain in the district was given a brand-new marine fender as the start of what was dubbed the D1NR Recreational Boating Safety Fender Team-

Story by
JOEL A. GLASS
BC-ANN
Editor, *Navigator*

Photos by
FRANK KESLOF
DSO-PB 1NR

Building Project/Contest/CGMA Fund-Raiser.

Along with the unexpected gift, each of the Captains also received from COMO LeBlanc a request to work with their members to use the fender as the “canvas”

for creation of an original RBS message of their choosing.

In doing so, members of the Northern New England divisions wishing to participate could use any materials that struck their fancy. They also were permitted to utilize the creative services of anyone in their division to help out.

The deadline for submission of the completed fenders was Jan. 4, 2008, at which time all submitted fenders were placed on display in the lobby of the Marriott Quincy Hotel in Massachusetts. The hospitality was not idly chosen; it was the site of the D1NR Winter Conference, which ran from January 4-6.

Each Auxiliarist registered for the conference was given a ballot to vote for the fender they felt best represented

Commodores Carolyn Belmore (left), PDCO, and Renelle LeBlanc, DCO, both D1NR.



Division 10**Division 6**

an RBS message, with the winners to be announced at the Commodore's Ball.

The cans utilized for deposit of the ballots were prepared by some fifth-grade students who had used pages from *Waypoints* and *Captain Snook* as their creative "palette."

Just before the winners were announced at the ball, each Captain was called up to explain what his or her division's RBS message was, how the piece was created, and who, specifically, had helped to prepare the artwork.

Then, it was time for: "The envelopes, please!" And the winners were announced.

The Division 11 entrant (a half-fender mounted on a teak plaque) took First Place, the Division 6 entry ("Fenton the Fender") nabbed Second Place, and the Division 7 creation (lighthouse with working light at the top) took home Third Place.

[It should be duly noted that even though its creators adorned their piece with a picture of the DCO herself, the Division 4 entry failed to win a prize.]

Of the district's 12 divisions invited to create an RBS project for this contest, only 10 actually displayed an artwork at the hotel. Apparently, one DCP thought the Vice-Captain was bringing their entry, and vice-versa, while another division simply opted not to create an entry at all.

As the final act in this grand drama, an auction was held to sell off the fanciful fenders. Proceeds from the spirited session of bidding that ensued – a total of \$840 – were donated to the CGMA. 🍵

Division 8**Division 7****Division 4****Division 11****Division 12**



Daniel Falzone, FSO-VE 91 D7, observes intently as a Dominican Republic Navy student plots a Dead Reckoning course line on a chart of Ft. Myers Beach, Fla.-area waters. The sailors later had to apply their newly learned local-area knowledge by demonstrating in offshore Gulf of Mexico waters what they had learned in the classroom.

‘Enduring Friendship’

Floridians are teachers, not fighters, in *this* ‘war’

Yes, Virginia, sometimes the Auxiliary *does* go to war.

One case in point: Three members of Flotilla 91, District 7 (Ft. Myers Beach, Fla.), have been heavily involved in the war against drug-trafficking, gun-running, terrorism and illegal fish-harvesting.

What do these varied “war-time” activities have in common? And, where does the Auxiliary fit in? The answer, in a nutshell, is: Operation Enduring Friendship.

This military operation – an initiative of the Tampa, Fla.-based U.S. Southern Command – is designed to build regional cooperative security, support the national

counter-terrorism/drug policy, and develop roles and missions for the 21st century.

Enduring Friendship is a voluntary program, with the primary goal of coordinating the assets and efforts of not only the United States, but also the Caribbean countries, to fight the common problems that all face as maritime nations.

To that end, two Florida firms -- Naples Yachts, of Naples, and Nor-Tech Performance Yachts, of Ft. Myers, were awarded a \$4.7 million contract to provide eight 43-foot interceptor vessels for participating Caribbean countries.

Technical training was provided by the

Lee County School System at the Marine Training Center in Ft. Myers.

Next, the Caribbean crews needed to be trained in small-boat operations.

The first training class was comprised of personnel from the Dominican Republic Navy. Teaching chores were handled by William Burch, FC-91; Robert W. DePuy, IPFC-91; and, Daniel Falzone, FSO-VE 91, all D7. In addition to having held a wide variety of Auxiliary elected and appointed positions, all three instructors also hold U.S. Coast Guard 50- or 100-ton Master licenses.

The eager students were highly motivated to learn because the Dominican



Daniel Falzone, FS0-VE 91 D7 (next to screen), introduces attentive Dominican Republic Navy small-boat students to the advantages of using a local chart for navigation during Operation Enduring Friendship training at the Marine Training Center in Ft. Myers, Fla. Holding up a chart (at left) are William White, FSO-CM 91, and Bill Burch, FC-91, both D7.

Republic, which occupies two-thirds of the island of Hispaniola, is one of the transshipment points used by South American drug traffickers for drugs headed to the U.S. and Canada. The country also is used for trans-shipment from Holland and Belgium of the drug Ecstasy, and Colombian drug-lords favor the Caribbean country for money-laundering.

The FL-91 instructors taught the Dominicans all aspects of small-boat handling, explained marlinpike, taught knot-

tying, and then supervised as the students performed the tasks. The sailors were also taught to read charts and they practiced their skills during classroom navigational exercises.

Many of these students were fulfilling their dream to come to America to learn new ideas and techniques, and to refine their own techniques. They have taken what they learned back to their home-country, and are more effective in their drug-interdiction and other missions as a

result of their U.S. training.

By becoming more productive in their sector of the Caribbean, the Dominican sailors have allowed the U.S. to reallocate its assets to other problem areas.

Flotilla 91, which is proud to be an important and active contributor to the Operation Enduring Friendship initiative, was planning next to provide small-boat training in the Bahamas and Jamaica as part of what was expected to be an ongoing mission for these Auxiliaries. 🌐



Operation Enduring Friendship Training Team Leader Robert DePuy, IPFC 91 D7 demonstrates to his Dominican Republic Navy students the effects of deviation on a hand-bearing compass.



**Story &
Photos by
JAMES
CHARLET**
SO-PA 16 D5SR

Look closely and you'll see the first of many avian residents of ATON 5RS quickly departing the premises as the 55-foot Coast Guard buoy tender moves into the neighborhood to check out the aid-to-navigation.

Hatteras 'Heroes'

Auxiliarist Rides Buoy Tender to Watch ATON Action

One of the Coast Guard's crucial, but unsung, missions is the establishment and maintenance of a national aids-to-navigation system. It's time a spotlight was turned on this under-praised, often overlooked activity by those who author Ralph Shanks has dubbed "the greatest heroes of the American coast."

Not long ago, I was lucky enough to be able to spend a nine-hour day witnessing this under-appreciated activity in action.

We got underway aboard a 55-foot buoy tender from North Carolina's Coast Guard Motor Lifeboat Station Hatteras. After a fueling stop, the vessel was ready for several days of service, depending on her assignments.

BMC Henry Macchio, a knowledgeable young family man – only five years from retirement, if he chooses to do so – led a very capable crew of young men toward the day's first assignment.

It was beautiful and sunny, but Pamlico Sound was choppy, with whitecaps. "Oh, this is a *calm* sea state," Chief Macchio assured me.

As we sailed deeper into the sound, the boat produced a beautiful high wake that generated whitewater blown back by the high winds that blew all over us. The decks were awash, and it became necessary to activate the windshield wipers to see forward.

After 30 minutes of this "calm" day's wave-pounding ride that made simple movements feel and look like one was tipsy, we reached our first objective: ATON 5RS – the fifth marker in the Royal Shoals.

ATON 5RS is an 80-foot tower with a beacon and day boards. It was covered with two dozen nesting pelicans that had left their "calling cards" all over the tower. The birds would snap at the men coming aboard the ATON, if they remained.

BMC sounded the ship's horn as we drew closer. Most of the pelicans flew off, but two stubborn juveniles remained. The ATON tower had been built two or three years earlier, so the birds had never seen humans so close to their home. They thought this was *their* AOR!

Chief Macchio pointed out that the buoy tender would tie up at the ATON, if the waters were calm. But they were not. And so, he had to maneuver the vessel close enough for a Coastie to jump from the tender to the tower's ladder, and then immediately back up to prevent colliding with the structure. Then, he had to repeat the procedure so a second person could board the ATON.

In a precision, ballet-like maneuver, Chief accomplished the task. The timing, conditions, and skill levels of all involved was truly amazing to observe. Unsung heroes all!

We shoved off after 30 minutes of repairs, headed for our next objective a short distance away – a standard buoy that needed only a bulb replacement. It was simple, straightforward, and quick.

Then, we were in the shoals of Ocracoke Island. A day marker had been knocked down and hastily put back on its piling in an apparent emergency repair. But it was too low to be effective.

Pulling alongside, the buoy tender's crew performed a quick repair job. Just yards away, another day marker presented a far greater challenge – its piling was on the very edge of the shoal, in water so shallow that the bottom could be seen.

In another precision movement, Chief Macchio slowly eased his vessel over to the marker, effectively “sliding” the buoy tender into position sideways and backwards. The bow slowly — though intentionally — ran aground, but the props remained in “good water.”

This particular day marker had been broken in two. Quickly, a blank orange triangle marker was retrieved from our deck. Reflective numbers and letters were applied, and an air-wrench bolted the new sign into place. ATON 10B was back in business.

The final mission was the day's longest.

We ran parallel to Ocracoke Island, all the way to Ocracoke Inlet, which separates Ocracoke and Portsmouth Islands. Buoy 27 only needed a replacement solar panel and batteries.

The navaid was pulled to our tender with chains. At that point, it basically was our anchor and we were “dead in the water.” A crewmember hopped onto the structure and discovered that the sliding tray holding the batteries inside the buoy had corroded, effectively welding the tray in place.

After an hour of determined efforts in extremely cramped spaces, while riding the bobbing buoy the entire time, success was finally achieved. The rest of the tasks were routine, so 10 minutes later we headed back-to-base.

“Nobody passing this buoy will ever know how much work was required to fix it,” I told Chief Macchio. Just another aid-to-navigation to be taken for granted, serviced by unsung heroes.



Chief Henry Macchio's hand is on the after-deck controls as he eases the buoy tender into position while the crew is busy preparing to board an aid-to-navigation tower.



BMC Henry Macchio, USCG Station Fort Macon (N.C.), and James Charlet, SO-PA 16 D5SR, take a quick at-sea break between ATONs to do some modeling.

I was privileged to be with this Coast Guard crew, and I was more proud of them than ever. I was doubly proud to be wearing my Auxiliary uniform, and proud to be part of an all-volunteer organization whose sole purpose is to assist the understaffed U.S. Coast Guard.

The Coasties, on the other hand, have multiple taskings: Keeping America's

boaters safe, saving lives in peril at sea, enforcing maritime laws, fighting drug and contraband smugglers, and being America's Shield of Freedom – the front line of defense for the Department of Homeland Security.

And, oh yes, procuring, placing, and maintaining thousands of aids-to-navigation. 🌀

Você fala português?

23 January 2008

Lat 0° 20' N

Long 6° 44' E

On a normal day, I arrive at my business office by 0730. For the next two hours – until the U.S. stock market opens – I reconcile the previous day's trades. I try to absorb as much financial information and data as possible on the specific companies I follow, ready for any early questions our clients might have.

That is my normal morning routine at the Morgan Stanley office in Miami, where I work. But today is no ordinary day.

Today, I am aboard the U.S. Navy vessel USS *Fort McHenry* (LSD 43), a 20-year-old Whidbey Island Class Dock Landing Ship, near São Tomé – the former Portuguese island-colony that sits off the coast of West-Central Africa.

Joining me on the vessel are Auxiliary interpreters Archie Schmidt, Flotilla 9-10; Antonio Viana, FSO-VE 34; and, Eric Nakonechnyj, FL 11-7, all D7.

It is 0705. I am at morning muster, having extricated myself from my 6'3" bunk. I'd donned my Operational Dress Uniform and boots carefully so as not to disturb any junior officers who were asleep after recently coming off watch. I waited

ABOVE RIGHT: Portuguese-speaking members of the Coast Guard Auxiliary Interpreter Corps take a break on board the naval vessel USS *Fort McHenry*, anchored off São Tomé. From the left are: Archie Schmidt, Flotilla 9-10; Aderson de Almeida, FL-63; Eric Nakonechnyj, FL 11-7; and, Antonio Viana, FSO-VE 34, all D7.

BELOW RIGHT: *Fort McHenry* (LSD 43), the U.S. Navy Whidbey Island Class Dock Landing Ship on which the Auxiliary interpreters served, anchored off São Tomé.

Photos: U.S. Navy

my turn at the sink to shave and brush my teeth before having breakfast in the Officer's Wardroom.

I am now ready for action as a member of the Coast Guard Auxiliary Interpreter Corps. My language is Portuguese, which is spoken on São Tomé. As an interpreter, my only weapons are a friendly smile and can-do attitude. After all, I am representing the Auxiliary.

A week earlier, I had received an e-mail from Klaus Baumann, N-IIId, Deputy Director-Interpreter Support in the Auxiliary's International Affairs and Interpreter Support Directorate.

He had been contacted by the Coast Guard liaison to the U.S. Navy's Naples-based Sixth Fleet. The Navy needed volunteer Portuguese translators to assist

The author, Aderson de Almeida, Flotilla 63 D7 (Miami), maneuvers one of the USS *Fort McHenry*'s 7-meter boats as the U.S. Navy vessel's two 11m boats stand by on the horizon.

Photo: EN1 Jason Dean, USN

Story by
ADERSON DE ALMEIDA
FL-63 D7
Auxiliary Interpreter Corps



Wikipedia

with a very important mission on a naval vessel as part of the Africa Partnership Station (APS) program.

APS targets at-sea challenges – illegal fishing practices, drug-smuggling, human trafficking, illegal immigration, and environmental pollution – that many African nations face on a daily basis.

Our country's African partners had asked the Navy for assistance in developing maritime professionals, infrastructure, and enforcement capability, as well as mechanisms for improving sub-regional cooperation and public awareness of the impact of insufficient maritime security.

APS comes under the Navy's Global Fleet Station program, which provides a platform for a continued presence to support regional training and collaboration in the Gulf of Guinea. Two vessels are assigned to the area – USS *Fort McHenry* and HSV *Swift*.

The morning muster officially kicks off my working day on *Fort McHenry*. That is when the Auxiliary interpreters participate in the day's first meeting with APS officers and instructors to go over the day's activities and any lingering issues from the previous day.

The Auxiliary interpreters' role on this mission is to translate from English to Portuguese for a class aimed at developing maritime professionals.

Several courses are being taught on board *Fort McHenry* by Navy and Marine Corps instructors, including logistics,

maintenance, leadership, first aid, and self-defense.

There are about 110 students from the São Tomé Army and São Tomé Coast Guard on board, in addition to the ship's normal complement of some 350 officers and crew.

Following muster, the Portuguese interpreters go to their assigned courses. I have been selected for the small-boat course, the practical side of which is done on the water. We go out twice a day for six hours of training on the *Fort McHenry*'s seven- and 11-meter boats. The students are great to work with and very friendly.

After the first few days, I gain the instructor's confidence, so they now allow me to teach the students directly. This is more practical and it eliminates the delay involved in translating.

My training in Miami for Auxiliary boat crew qualification is paying off, and my on-water experience around the *Fort McHenry* will help me qualify for crew when I return. Six hours on the water surely takes a toll, especially since São Tomé sits right on the Equator.

Since I was part of the team that translated PowerPoint lessons for the different courses, I was familiar with the small-boat presentations. Delivering the day's lesson, under Navy instructors' supervision, was very rewarding.

I tried to incorporate some of my own Auxiliary experiences to illustrate different nautical concepts. The students were

eager to learn and they asked many questions. I am glad we took the time to translate the material because it kept the class focused.

USS *Fort McHenry* feels like a small town. Officers, sailors, and guests rub shoulders as they move about the decks. There is an on-board store, of which I have become very fond. It sells snacks, soft drinks, and apparel. You never know who you might meet while standing in line.

Yesterday, I was standing next to Navy Captain John Nowell, the APS commander, while waiting to pay for some late snacks. He was very friendly, aware of and interested in the Auxiliary mission. We had a nice chat. I appreciated his complimentary words about the Auxiliary.

The Portuguese interpreters here have become "ambassadors" for the Auxiliary. Our uniforms make us stand out among the Navy crew. We are very visible and in demand.

No matter the request – be it translations, lifting boxes of donations for the São Tomé Hospital, assisting with small-boat repairs, and so on – we are happy to comply.

I have never been more proud to wear the Auxiliary uniform, nor to be among such special and patriotic sailors as I was aboard the USS *Fort McHenry*.

Auxiliary Interpreter Corps information can be found at: <http://cgwebs.net/interpreter>



‘Lobstah’ Boats Compete in Maine

Ay-uh! Coastal Mainers *do* have a colorful dialect, but their slow-paced economy-of-language masks a regional toughness.

Downeasters are fiercely proud of their state’s rich maritime history and of its lobstermen and women, whose work demands high-performance gear and great boat-handling expertise – skills that are demonstrated annually at the Maine Lobster Boat Races (LBR).

And, of course, what would a maritime event in any venue be without some participation by the Coast Guard Auxiliary?

During Maine’s frigid winter of 2007-08, quiet, easy-going anglers dotted inland lakes to ice-fish for smelt. At the same time, the more-competitive lobstermen geared up for the summertime LBR challenge by fine-tuning and revving engines in boatyards up and down the state’s rugged coastline.

Phrases like “twin-turbo 8.1 liter” and “1,000 hp Cat” dot the lexicon of people who want to go fast – *very* fast! It’s part of a universal language of speed and high-performance. It doesn’t matter where that horsepower is being used; just know that there is *a lot* of it and it is **LOUD!**

The speed and noise of *lobstah* boats in a nine-race LBR summer series thrills participants and spectators on land and on board various recreational vessels.

Three of the races are run in Boothbay, Pemaquid and Friendship Harbors – the Area of Responsibility of both Coast Guard Station Boothbay Harbor and Flotilla 25 D1NR.

Operations crews have precise race protocols and a seriousness-of-purpose in their LBR assignments. But, past experience also shows that, along with a good time, the crews can anticipate Murphy’s Law-in-action during these races.

FL-25 Operational Facilities (OPFAC)

perform various roles during the races, including start, rescue and tow, in addition to race course security patrols.

Competing lobster boats routinely zip along at over 50 mph, mandating an unobstructed race course.

Auxiliary OPFACs begin their LBR missions with a thorough pre-race sweep of the course to spot floating debris that could disable or sink a competitor. After a recent race day, one OPFAC’s cockpit and side decks were loaded with 2x8s, 4x4s, and miscellaneous boards – some over 16 feet long – secured to every tie-down point.

As lobster boat crews test their engines, waves of excitement run through the spectator fleet. OPFAC crews tend to radio messages from race organizers, adjust race times or protocols, ready their gear and maintain a vigilant watch.

A Coast Guard 25-foot RBS (Response Boat-Small) usually serves as the start boat, while Auxiliary vessels maintain order and stand by with stern-tow gear pre-rigged to assist disabled racers.

When enlisted as the start boat, OPFACs are authorized to ensure that racers line up properly while accelerating to speeds that allow them to go on plane and be primed for wide-open throttle. If the line-up looks good, a crewmember drops a green flag attached to a 12-foot pole and the race is underway.

Races are in heats defined by horsepower, engine type (gas or diesel), and engine displacement. A race may be between 16-foot skiffs with 25 hp outboards, or 42-ft boats with well over 1,000 hp. At the sound of the first gun, a roar of excitement wells up from the spectators.

In Maine harbors, OPFACs can get totally snagged on countless lobster-pot buoys.

Story by
VIRGINIA HILL
FSO-PA 25 D1NR
and
TED CHATHAM
FSO-MT 25 D1NR

It happened last year to Sandy Young, PFC-25 and coxswain of the OPFAC *Oceana*. Also to be expected in Maine is sudden fog. Visibility at the Friendship Race varied from 100 feet to a half-mile.

Racers – hardy lobstermen who routinely operate in nearly-total lack of visibility – view this as merely an annoyance.

On arrival in Friendship, the problem was obvious to the crew of the OPFAC *Equinox*, a unique wooden lobster boat built locally in John’s Bay, Maine. The finish line was not visible from the starting line. There was no USCG vessel on-scene and only *Equinox* was in position.

The OPFAC was tapped as the start boat, with authority to issue a go or no-go call to start the event. Racers became as heated as their engines when told to wait until conditions improved. Some fired off colorful arguments on their radio about how they had run in worse conditions. As the fog thinned, a race would start, only to be halted as conditions worsened.

There were some regatta mission experiences that nobody could have anticipated. At the Pemaquid race in 2000, this urgent call was heard on VHF Channel 10, prior to the start of the unlimited-class competition: “Coast Guard, this is the committee boat. We’re going down....”

Sure enough, she was very low at the stern, showing signs of instability, and had clearly taken on a lot of water. A Station UTB immediately came alongside, dewatered the boat, and quickly found and repaired the leak, which had been caused by a disconnected engine cooling hose. The races resumed and finished without further incident.

That was not the case at another Pemaquid race.

Former President George H.W. Bush's 34-foot *Fidelity III* (dark hull, third in line) enters Pemaquid Harbor, with a Coast Guard 25-foot RBS leading the 'parade' and a U.S. Secret Service boat taking up the rear. The second boat was unidentified.

Photo: Carl Hamrin, FL-25 D1NR



During the Fastest Boat Afloat competition, a plywood hydroplane lost its transom – along with the 200 hp outboard – at wide-open-throttle, just as they crossed the finish line. The boat was going fast enough to coast onto the beach, but the transom – with outboard – went straight to the bottom.

You never know what you will see at these races.

An unexpected – and scary! – event occurred during the 2005 Pemaquid LBR, when pre-race activities were interrupted by a radio broadcast using the U.S. Secret Service call sign, “Torpedo.”

STA Boothbay Harbor called the Coast Guard RBS, which was entering the harbor, and deployed it a few miles offshore to escort in the 34-foot *Fidelity III*, carrying former President George H. W. Bush.

The boat owned by Bush-41, who maintains a home on Walker’s Point (near

Kennebunkport, Maine), is a Cigarette-style, center console Fountain powered by three 275 hp Mercury outboards. The former Commander-in-Chief had departed Kennebunkport to visit with some friends and then watch the races.

It was an up-front-and-personal event for the Auxiliary crew on *Equinox*. While tending to their assigned duties, the Auxiliarists first saw the former President’s sleek, dark-blue vessel charge up the center of the course, its slower Secret Service rigid inflatable security boat in hot pursuit.

Fidelity III proceeded to a nearby residence and things were quiet as the races continued. Later, the course was cleared for a ceremonial departure of *Fidelity III*.

To spectators’ delight, the former President – true to his reputation as a “throttle-man” – blasted his vessel out of the harbor at wide-open-throttle.

As she passed *Equinox*, manned by

owner/coxswain Mark Potter, VFC-25, President Bush’s float coat flew into the air. It landed halfway between *Equinox* and a Maine Department of Marine Resources (DMR) boat.

Perhaps *Equinox*’s size and speed, and her crew’s determination, intimidated the DMR because they promptly gave way, allowing the OPFAC to retrieve the floating life jacket.

The Secret Service, however, was by no means intimidated.

The Auxiliary crewmembers’ dream of proudly displaying their recovered “trophy” – Presidential Seal and all – dissipated after only a brief moment of glory. The Secret Service boat had quickly pulled alongside and the agents – dark-sunglasses and all – “requested” the garment’s immediate return.

A memorable rescue was duly noted in *Equinox*’s log that day. 🌟

Auxiliary Operational Facility *Equinox* rafts up with a Coast Guard 47-foot Motor Life Boat at the Registration Dock for the Friendship Harbor Lobster Boat Race.



Photo: Bruce Benson, FSO-MS 25 D1NR



Photo: Courtesy E.J. Hersom

Mark Potter, VFC-25 D1NR, at the helm of Auxiliary Operational Facility *Equinox* – a unique, wooden lobster boat – cruises through Boothbay Harbor, ready for the race.

A Look at the Future

With just two years remaining in this century's first decade, Auxiliary leaders at the annual National Training Conference (N-Train) in St. Louis ventured a look ahead at how to enhance ability, knowledge and fellowship in the organization.

The annual conference brings together the National Executive Committee, District Commodores, National Staff members, high-ranking Coast Guard officers, and other leaders.

Several Coast Guard flag officers – including Admiral Thad Allen, USCG Commandant, and ADM James Loy (Ret.), a former Commandant – addressed the Auxiliary membership at the conference's general session.

Other highlights at that session were remarks by Rear Admirals Joel Whitehead, Commander, Eighth Coast Guard District and Commander of Maritime Defense Command Eight, and James Watson, Director of Prevention Policy for Marine Safety, Security and Stewardship.

New Orleans-based RADM Whitehead

is responsible for operations covering 26 states, more than 1,200 miles of coastline and 10,300 miles of inland waterways from Florida to Mexico, including all of the Mississippi River.

In common with other Coast Guard leaders at the conference, he echoed the themes of the now-underway "change and leadership" program – the USCG's largest reorganization since World War II.

RDML Watson, meanwhile, presented an overview of the America's Waterway Watch program and discussed small vessel security.

Outlining the strategic direction of the Recreational Safety Boating Plan, he emphasized that activity's importance by noting that some 700 recreational boaters are lost each year and thousands more sustain injuries.

"Seventy percent of these fatalities occur on boats where the operators have not received any boating safety instruction," he added. "Two-thirds of these victims drowned. Ninety percent were not wearing life jackets."

N-Train attendees received an audio-

visual presentation on search-and-rescue operations and Emergency Position-Indicating Beacon (EPIRB) false alerts by Commander Erin MacDonald and Lieutenant Commander Kathy Niles of the USCG Office of Search & Rescue.

The USCG officers said that the SARSAT system last year helped to save 353 lives in the U.S.

Three Auxiliarists received from ADM Allen the prestigious Auxiliary Legion of Merit Medal, authorized by the National Board in 2005 to recognize "performance [that is] most clearly higher than expected and [that had] a measurable positive effect on the Auxiliary across multiple Auxiliary regions or at Auxiliary Area or National levels".

The first winner was Commodore Gene Seibert, who was recognized both for his service as the Past National Commodore and as the Auxiliary's first representative on the Coast Guard Leadership Council.

Also awarded the medal were COMO Carol Urgola, BC-TLS, for service as the National Commodore's Special Projects Officer, and Robert Platt, N-AM, for service as the USCG Chief Director of Auxiliary's AuxData manager.

Also at the general session, CAPT Steven Metruck, Commander, Sector Seattle, shined a spotlight on the new Auxiliary Sector Coordinator structure.

Brett Grooms, DC-I, served up a preview of the AUX-Plus Officer program, which will bring together on one Web site all 10 Auxiliary national departments and staff. This will provide to members a single source for information in such areas as Auxiliary leadership, district information, and a national calendar.

Meetings throughout the week at N-Train focused on training by national staff members of District Staff Officers for Marine Safety, Member Training, Personnel Services and Public Education. Training was also provided for Auxiliary Sector Coordinators and Air Coordinators, and Rear Commodore and National Department Deputy Chief Academies were held for new RCO and DC-d personnel.





Admiral James Loy (Ret.) – former Coast Guard Commandant, present civilian, future Auxiliarist – proudly displays a plaque appointing him as an Auxiliary Honorary Commodore at N-Train in St. Louis. The current Commandant, ADM Thad Allen (right), made the presentation.

ADM Allen (left) visits the Auxiliary National Marketing Group's life jacket exhibit at N-Train in St. Louis, where he is briefed by Stu Soffer, N-MS, who designed the exhibit and put it together.



COMO Gene Seibert (center), Immediate Past National Commodore of the Auxiliary, shows off the certificate accompanying his Auxiliary Legion of Merit Medal (pinned to his left pocket flap), as COMO Steven Budar, the current NACO, and ADM Thad Allen, Commandant of the Coast Guard, stand by.

OTHER N-TRAIN HIGHLIGHTS...

- Announcement of the new National Search & Rescue (NSAR) competition, set for October 2-5 at Cape May, N.J. (Deadline for submitting intent-to-participate forms is May 1.)
- Screening of a video tribute to the late Philip C. Helmer, Flotilla 32 D13, led by CAPT Barry P. Smith, USCG Chief Director of Auxiliary (CHDIRAUX).
- A special retirement ceremony honoring CAPT Smith, who has served as CHDIRAUX since April 2004. Tributes were offered by COMO Budar and RDML Brian Salerno, USCG Assistant Commandant for Marine Safety, Security and Stewardship.
- Recognition of LCDR Susan Albright, the departing D17 Director of Auxiliary; departing Operations Training Officers CWO Kenneth Frost (D11NR) and CWO2 Thomas Carroll (D14); and, departing CHDIRAUX staffers LTJG Shannon Scaff (Air Ops) and LTJG Michael O'Brien (AuxData/Awards/International).
- Swearing-in of newly elevated Auxiliary officers COMO Ed Sweeney, National Directorate Commodore for Recreational Boating Safety (NADCO-RBS), and Robert Nelson, Chief, National Public Affairs Department (DC-A).
- Signing of an Auxiliary Memorandum of Understanding with Orion Safety Products by COMO Steven Budar, NACO, and Bob Defonte, vice president-sales and marketing for the emergency-flares manufacturer.
- Update on the new (untucked) Operational Dress Uniform (ODU) shirt by Mr. Carol Brewton, Uniform Distribution Center program manager, who anticipated the garment would be available to Auxiliarists by year's-end.
- Overview of the Coast Guard history program by USCG Atlantic Area Historian William Thiesen, Ph.D.

Insight to how the USCG is preparing to meet the future was provided to attendees by Admiral Thad W. Allen, the Coast Guard Commandant.

In a spirited presentation, he challenged the audience to “help us be successful in Sectors,” particularly now, as significant changes engulf the organizational structure of the Coast Guard.

“We cannot neglect the future,” he cautioned. “We cannot be captured by the tyranny of the present, and we cannot disregard our responsibility to point our organization to where it needs to be.”

He said the Coast Guard’s external environment had changed dramatically.

“We live in a period of unflinching oversight, transparency, and zero tolerance for failure,” he said. “It’s going to be a common feature of life as we move forward. So what should we be doing to make sure the Coast Guard is successful?”

He said the organization had known since the late 1990s that it needed to merge its activities “at the port level.” That was a reference to Project Longview, a strategic study completed in 1998 for ADM James Loy (Ret.), then the Coast Guard Commandant.

“What we intended to do was synchronize and integrate our program delivery at the port level so there would be one captain, one port, one base, one point of accountability,” ADM Allen said. “Today, we have a radically different type of operation at the port level. We must be sure to position the Coast Guard in the future as effectively as we have in the past.”

The USCG has transitioned from a small agency of government to one that is rather large, and therefore, “we have to move from being a small business to being a Fortune 500 company,” he said. “We are not a ‘mom-and-pop’ organization, although our culture is that way. We are like a family, and we don’t want to lose that.”

Nevertheless, he said, it must not be forgotten that the Coast Guard is “a large, complex organization operating in a broad spectrum of threat environment,” and that there likely would be a 10- to 15-year era of “persistent, irregular conflict” as America deals with radical extremism worldwide. “Are we really positioned to [deal with] that?” he asked.

The Coast Guard is involved now in activities that could not even be envisioned a decade ago. “We are dealing in technologies that we have never dealt with before,” ADM Allen said. “In Puget Sound, we are working with the Homeland Security Office of Nuclear Detection...to see if we can detect radiation emissions of small boats as they pass through a choke point.

Auxiliary Assistance is Needed at Sectors



“Who would have thought, 10 years ago, that we would be doing that [today]?”

When he became the 23rd Commandant of the Coast Guard in May 2006, ADM Allen issued a series of 10 forward-looking Commandant Intent Action Orders. These constituted “a plan of action, so there wouldn’t be any ambiguity about where we were trying to position the service,” he said.

“We were going to make some structural changes to the Coast Guard, to our command and control system, and to the mission support system. And behind that, [we would] create a more-effective, efficient organization that is more agile, flexible and adaptable.

“So, while we have had challenges – and, I believe, we have successfully met them – I have been unflinching in my direction that we will move forward with the changes that we talked about...when I assumed [this] job.”

The events at N-Train encouraged the Commandant, who lauded the Auxiliary national bridge for having taken “several bold leadership steps to align the Auxiliary structure with where [the Coast Guard is] going.”

He added, “We need you to help us change the Coast Guard. Change is never easy...but the implications of not changing when you need to are far worse because you run the risk of abdicating your position of leadership, or to have terms dictated...if you have an operational failure.”

The Auxiliary is “a relevant, important part of what we do,” ADM Allen said.

“We cannot do our job without you,” he insisted. “In some places, you are the

only face of the Coast Guard. We need to figure out how to bring you into that mission execution model that focuses on a single organizational entity and a single point of accountability at the port level.

“In the end, all of us working together in the ports is what counts. “We need our active component...our reserve component...our civilians. We need our volunteers.”

And, he quipped, “We even need our retirees, [who] we are hiring back. We need everybody.”

Auxiliarists bring to the job “an immense amount of talent, competency, willingness to serve, and passion, ADM Allen said. “You give us strength, you give us ties to the community, and you give us the ability to understand the community. You bring immeasurable value.

“We are one Coast Guard. We are one family. You are integrated with us. This is not a conference for me; it’s a family reunion.”

In what was shaping up as a truly historic event, a former Commandant of the United States Coast Guard appeared ready to sign on the dotted line of a Coast Guard Auxiliary Membership Application.

Admiral James M. Loy (Ret.) would be the first – and, thus far, *only* – former Commandant to join the Auxiliary after retiring from that lofty USCG position.

ADM Loy, who served as the Coast Guard's top-dog from 1992-2002, had not yet actually filled out his application as this article was being written. He likely will have done so by the time you are reading this and, in fact, may already have been sworn-in.

He received his membership packet and was expected to join the Fifth District, Southern Region, though it was not yet known at which flotilla he would hang his combination cap.

It all came to light at this year's N-Train, to which ADM Loy had been invited as a speaker. At the St. Louis training conference, the former Commandant received from the current Commandant, ADM Thad Allen, a plaque attesting to the fact that Mr. Loy, civilian, was now an Auxiliary Honorary Commodore.

That prompted the former admiral to state, in the closing remarks of his speech, that he was “deeply, deeply honored for this recognition,” and to drop this bombshell: “I don’t know how you can be an Honorary Commodore of the Auxiliary without being a *member* of the Auxiliary, so I look forward to pushing my paperwork through.”

As a sign of good-faith, the former Coast Guard leader took some time out at the conference to videotape a series of Auxiliary-promoting public service announcements (PSA), in which he “starred” in his new role as Honorary Commodore and official Auxiliary spokesperson.

“I hope these [PSAs] will serve you well, both in the recruiting sense and in the sense of pushing the Auxiliary forward,” he told the N-Train audience.

He also urged his now-fellow Auxiliarists to continue their “invaluable support” of the Coast Guard and to “keep doing good things for our country.”

Earlier, in his formal remarks, ADM Loy said that an era of “dynamic, dramatic change” was on the horizon for both the Coast Guard and the Auxiliary. He challenged members to serve as “ambassadors” during the current period of changing Coast Guard dynamics.

Auxiliarists could fulfill their ambassadorships by conveying the essence of the changes in direction that are now being

Ex-Top Dog Signing up for CGAUX Membership



implemented within the USCG, he said, adding:

“A sense of ownership is what leadership is all about. If you can impart a sense of ownership to those who are being asked to make changes, and listen to their feedback carefully, you can pull their commentary into the design of the change. Then, they have a sense of ownership and will be the first on board. We must sell a better way of doing business, even if it’s about change.”

Change is an element of leadership that ADM Loy had always found fascinating, he said. Citing his favorite mode of leadership – Preparation Equals Performance – he outlined the essence of this model, whose segments consist of native ability, opportunity, and knowledge-of-craft.

He acknowledged that not much can be done about native ability.

“As much as any of us would like to go back to the storehouse and get 10 more points of IQ, that’s not going to happen,” he said with a smile. “What can be done [however] is to work hard to sharpen our natural ability throughout our lives.”

He insisted that opportunity was also serendipitous.

“You never know when it’s actually going to come around,” he said, urging, therefore, that the attendees “put your energy and your effort into the knowledge of your craft, so you can become the very best...Coast Guard Auxiliarist, such that if, and when, the opportunity comes, you will be able to optimize the native ability that God gave you.”

Preparation Equals Performance was more than just a catch-phrase for the 42-year Coast Guard veteran. “I believe in it as deeply today as ever before,” he said.

The admiral summarized his Coast Guard experience as “a journey; a love affair...with this extraordinary organization that proves – again and again – [that] when the crisis is there, the Coast Guard has the ability to be agile enough [and] adaptable enough to do what the nation needs done that day.”

ADM Loy also addressed the new threats now facing our nation and how America must learn to grapple with enemies that “have no flag, no borders, no president, no country.”

He said that when he was serving as Commandant, “our national leaders were apprehensive about what was called the Asymmetric Array of Threats.”

But, he added, since terrorism “reared its ugly head” on 9/11, “we can no longer rely on framing parameters that used to help us understand our enemies; things we grew up with through the course of our World War II and Cold War experience.” ☸



Story and Photos by
DAVID S. STOVER
VFC 63 D8ER

Proper labeling at both fuel-type selection panels and the actual fuel pumps clearly shows the E-10 pump with a blue background and E-85 with white-and-gold background. Note that the E-85 fuel is 100 octane.

**E-10 ...
E-15...
E-20 ...
E-85?**

New Fuels Boggle the Mind: What's a Poor Boater to Do?

Boating season is fast approaching and we, as recreational boaters, have another acronym to concern us.

It's not enough that we are in the midst of getting our boat prepped for summer use – checking the fluids, bilges, electrical systems, brushing up on the NavRules, and getting QE'd in another subject area.

But do we also have to start worrying about E-10, E-15, E-20, and E-85?

E what? 10, 15, 20 and 85? What? The mind boggles with all these letters and numbers.

Well, shipmates, I'm here to help you understand the E-Syndrome and those numbers. Not hard, really.

No, "E" *does not* stand for Excellence or Excalibur. It *does* stand for Ethanol Alcohol. For those of us who might be of the more mature persuasion, this is the same type of alcohol that used to be made into "hooch" or "moonshine." Now don't get excited, it's had additives mixed in to make it non-drinkable.

Ethanol, in this high a concentration, is a great solvent.

It will dissolve the inside of fiberglass and rubber fuel tanks,

and dissolve or dry out some rubber hoses and O-rings.

It will cause engine seals and gaskets to shrink or swell.

Gasoline is oxygenated with either ethanol alcohol or MTBE (methyl tertiary butyl ether) to help reduce harmful emissions. Ethanol replaced MTBE when it was found to pollute the ground water. Ethanol was found not to be harmful to the environment.

Now for the numbers: If you thought the “E” was easy, then the numbers should be a snap for you, too. The E-numbers represent the percentage of ethanol alcohol in a gallon of fuel. Thus, E-10 means there is 10 percent ethanol alcohol in a gallon of gas; E-20 means 20 percent, etc.

Ethanol is nothing new in the automotive field. Back in the 1980s, or there about, alcohol was used as a drying agent at the local gas station during winter. This prevented fuel line freeze-up of their customers’ vehicles.

Fast-forward to the 21st century and the year 2008:

E-85 is now the big craze in the automotive field and at the oil companies. You’ve heard of Flex-Fuel Vehicles – great for the automotive industry, but dangerous for the marine and aviation fields.

E-10 and E-85 are better known in the automotive industry as gasohol. E-85 fuel is the new buzz. This is the fuel for which the corn growers are growing their corn. It’s supposed to reduce our dependency on foreign oil.

Here is where the problem arises for the marine field: E-85 *should never be used in any boat*. Granted, not all gas stations have E-85 gasoline for sale yet, but be careful to read the signs at the pumps. That less-expensive fuel could be E-85.

So, what are the concerns – or dangers – if we use E-85 fuel?

For starters, you will void your manufacturer’s warranty. Great! New boat; just blew the warranty.

Ethanol, in this high a concentration, is a great solvent. It will dissolve the inside of fiberglass and rubber fuel tanks, and dissolve or dry out some rubber hoses and O-rings. It will cause engine seals and gaskets to shrink or swell.

With ethanol in the fuel, aluminum fuel

tanks can begin to corrode, metal parts to rust, fuel to leak into our bilges, and fuel systems to clog because of ethanol’s solvent properties. Ethanol is also hygroscopic, meaning it loves to absorb moisture, so:

Boats + water + moisture = water in our fuel.

This water then would be ingested by our engines. Just what you wanted to have happen to your boat when Lake Erie decides to kick-up!

And what about E-10?

Engine manufacturers – both inboard and outboard – with whom I have been in contact, say E-10 is fine to use. In any greater concentration, however, you will void your warranty. In other words, E-15 voids the warranty; E-10 does not.

Bombardier is the only manufacturer with an engine – the Utopia Sport Boat 4 stroke-4TEC –in which *no* ethanol alcohol should be used as a fuel.

So, once I buy my fuel, how do I know if it has more than 10 percent ethanol? You don’t, unless you measure the fuel content (but that’s another discussion). The alcohol that is added to the fuel is done so at the delivery truck terminal, not the refinery.

Hopefully, the terminal will place the correct amount of alcohol in the fuel and the gas station will not add any more.

What will happen, or how will I be able to tell, if I have more than the 10 percent allowed?

The first symptom you might encounter will be a decrease in engine performance and fuel economy. Then, your engine may stumble when you go to wide-open throttle and might have difficulty maintaining a trolling speed and stall. Then, the engine will be difficult to start again.

And, for those of us of a more mature age, the engine may experience vapor-lock. Depending on the age of the fuel lines, you might also see a degradation of the hose, the smell of gas, and then the sight of fuel.

If you suspect that you have more than the allowable 10 percent, you should



A typical ethanol notice designed for display – along with credit card stickers – at fuel pumps.

take the boat to your local marina and have them look at your fuel system. Do not assume that the problems described above are the result of ethanol in your fuel. There could be other problems involved.

What suggestions are there to help prevent any problems with the fuel that you purchase? Buy fuel from a busy station without ethanol added, if possible. Use the fuel in your tank within 90 days, use a fuel/water separator, replace fuel filters regularly, and watch for any of the symptoms described above.

If you are vigilant in your buying practice and usage, you should not have any problems with your boat and you will be able to have an enjoyable boating season.

See you on the water!

The author is Professor of Automotive Technology at Sinclair Community College, Dayton, Ohio. 🌟

THE COMCEN IS WHERE?

The Coast Guard Auxiliary Command Center is *where*?

We all hear about the coastal activities of the Auxiliary, but here in a most-unexpected place stood an Auxiliary Mobile Command Center – ready to go, at any time.

Semper Paratus. How awesome is *that*!

I never really thought about how powerful those words were until recently. To me, being a member of Team Coast Guard represented just text on a page. At least, that was the case until we visited western Arizona.

Suddenly – lo and behold! – we unexpectedly happened upon the Command Center. It was at Roosevelt Lake – smack in the middle of a desert.

That's right – *in the desert*!

What a shocker. Roosevelt Lake truly is in the middle of nowhere, yet there was an Auxiliary facility. My first thought was, “Nobody back in Alabama will ever believe me.” So, I immediately whipped out my camera and began photographing it.

Roosevelt Lake sits some 1 1/2 hours east-northeast of Phoenix and 3 1/2 hours northeast of Tucson. It's a small community, inhabited by a few locals, fishermen and recreational boaters. Most people would never find this little oasis, tucked away in the middle of the Arizona desert.

Until then, my life in the Auxiliary consisted of being a

Story &
Photos by
LYNN MILES
SO-PA D8ER
Auxiliary National
Photo Corps



The Division 10 D11SR Mobile Command Center, sitting quietly in 'the middle of nowhere' somewhere in Arizona.



Hosts to the wandering Alabama Auxiliarists for a patrol on Lake Havasu, Ariz., are, from the left, Chuck Costelow, FC 10-1; Sandy Costelow, VFC 10-1; and, Virgil Campbell, FSO-FN 10-1 D11SR.

member of Flotilla 24-2 D8ER, which is in Guntersville, on the Tennessee River in northern Alabama. My husband, Richard Miles, FSO-OP 24-2, and I originally joined so that we could meet other boaters in our area and learn more about boating safety.

Prior to embarking on our Arizona trip, we visited the Flotilla Finder search engine on the Auxiliary national web site and were able to find the local unit – Flotilla 10-1 D11SR.

Later, after discovering the Command Center – and with a bit of additional research – we learned that this mobile unit had been purchased and refurbished by Division 10. And, we also learned, Flotilla 10-1 has a strong presence on the lake, working closely with the Sheriff's Department.

We were invited to meet some Division 10 members in Lake Havasu City, home of the famed London Bridge. We took photographs from shore as the members were out on patrol during a large Personal Water Craft race.

For this particular event, they had on board a member of the Coast Guard Reserve. Division 10 works closely with the Reservists who patrol lakes and rivers in their Area of Responsibility.

That evening, we all went out to dinner, and then continued on for dessert at the home of Gail and Allen Key, FSO-MA

and FSO-OP 92 (Lake Havasu), respectively. The evening of fellowship was great.

The next day, we went along on a Lake Havasu PATON patrol as guests of Chuck and Sandy Costelow, FC and VFC 10-1, respectively, and Virgil Campbell, FSO-FN 10-1.

Richard and I are both boat crew-qualified, and having had this opportunity to go along on a patrol with them was a wonderful experience. The shoreline and surrounding mountains are so different from what we are accustomed to back home on the Tennessee River.

Never would I have imagined, nine years ago, that when we joined the Auxiliary to meet other boaters, we would one day meet some in, of all places, Lake Havasu and Tucson, Ariz.

After seeing that Command Center sitting in the middle of the desert and meeting the members of Division 10, I could better see the overall picture of how the Coast Guard Auxiliary works hard – all across the diverse geography of America – to truly be *Semper Paratus*.

As Auxiliarists, all of us are important members of Team Coast Guard. It was striking for us to see just how successful this team has been in establishing a truly uniform national organization – an organization in which a Tennessee River native can step right into a lake patrol in the desert and feel right at home. ☺



Opportunities Abound at National Conference

Lots to Learn, See and Do for Members and Families

**Story & Photos by
ROB WESTCOTT**
DVC-A

This year's Auxiliary National Conference (NACON 2008), August 17-24 in Orlando, promises to be a smörgåsbord of great opportunities for Auxiliarists and their families, from the newest member to the 50-year veteran.

Once again, the 1,334-room Rosen Center Hotel will host the conference. The property – a short drive from myriad attractions such as the ever-popular Walt Disney World, Universal Studios and Sea World – is one of Orlando's flagship hotels. It's a great family venue at which you and they can experience the fellowship that is the Auxiliary.

As Auxiliarists look to the future as part of Team Coast Guard, we will be inspired and encouraged by a key address from Admiral Thad W. Allen, the USCG Commandant.

Also, several additional key Coast Guard flag officers were expected to participate to update us on the course charted for Team Coast Guard and the Auxiliary's ever-expanding role as a part of that team.

Training opportunities abound at every NACON as our best instructors in the Auxiliary's myriad mission areas lay out the latest, most effective strategies and techniques. (More details on this aspect will appear in the online *Auxiliary Enews*.)

A sizeable contingent of maritime vendors will be displaying their wares at the conference, and both the D7 and Coast Guard Auxiliary Association stores will be open during conference week. This will be a terrific time to get those uniform items you've been wanting to pick up – at a good price.

This year is an important one for the Auxiliary because the National Board will elect a new National Commodore and Vice Commodore, while the Atlantic East,

Atlantic West and Pacific Regions elect their Regional Commodores.

This also is a year in which we will welcome at NACON the new USCG Chief Director of the Auxiliary, Captain (sel) Mark Rizzo, who was expected to assume his new post early in August.

One of the cornerstones of the Auxiliary is fellowship, and fellowship abounds at NACON. On one night, we have the traditional, formal Commodore's Banquet, but then again, we also have an informal Family Fun Night at which we – at times, literally – let our hair down.

At NACON 2007 (Portland, Ore.), the theme was "Oldies, but Goodies," and Elvis – aka Commodore Steve Budar, NACO – was definitely in the house. Poodle skirts were in abundance. And, some of us used muscles we hadn't flexed since our last extended SAR mission in order to, as Chubby Checker would say, do The Twist.



NACON 2005 Orlando

The year before, in Dallas, Western was the theme, and the Auxiliary posse marshaled up some fine Big D two-steps on the dance floor. At NACON 2005 (Orlando), our Commodores came garbed as Starfleet officers, ready for Scotty to beam them up to a fun-filled night.

Once again, a good time is guaranteed for this year's conference.

For your family – and you, between or after meetings – attractions make Orlando a great NACON site. Many Auxiliarists plan an extended vacation around the conference in order to take their families to the Mouse House and Epcot, Universal Studios, Sea World, and the home of space flight, the Kennedy Space Center (KSC).

If we're lucky, there might be a Space Shuttle launch while we are in Orlando. If you've never seen one before, now is the time – before the shuttle fleet is retired in 2010. Shuttle *Atlantis* is scheduled for liftoff from KSC to the International Space Station on August 28th.

Those interested in meeting a real space-jockey can do so as KSC offers "Astronaut Encounters" and "Lunches

with an Astronaut." Jon McBride and Story Musgrave, both seasoned Astronauts, will be on hand at KSC during NACON week.

And, of course, for the kid in all of us, Disney World, Epcot, Sea World and Universal Studios offer fun-filled family days, just a short drive from the Rosen Center.

For golfers, the most-difficult thing to accomplish in Orlando (aside from making par) is deciding which of the many fine area courses to play. A sampling of some of the best can be found at: <http://www.thegolfcourses.net/golfcourses/FL/Orlando.htm/>.

Did we mention great food? Just name the cuisine and Orlando will offer up at least one five-star restaurant to provide it. And, if you want to put "bam!" on your palate, celebrity Chef Emeril Lagasse has a place just a piece down the road from the Rosen. But, not to worry, our hotel has exercise facilities to work off those calories.

NACON 2008 will be here before you know it, so mark your calendars now and join us in Orlando. 🌟



NACON 2006 Dallas

Story by
**NORMA E.
LOCOCO**
DSO-OP D11SR

Photos by
**HOWARD
PHILLIPS**
FSO-FN 27 D11NR



A young recreational boater tries out a flare gun under the supervision of BM2 Dave Cuhney, a USCGC *Narwhal* crew member, during safe-boating promotion organized by Flotilla 27 D11SR (Dana Point, Calif.) The shoot, along with organized tours of the *Narwhal*, attracted some 325 boaters and fishermen to the one-day event.

FLARE-FIRING EVENT

Boaters and Fishermen Learn to Use Distress Signals

None of the participants had ever before fired off a distress flare. But on Oct. 13, 2007, the crew of USCGC *Narwhal*, under the command of Lieutenant Junior Grade Kristopher Ensley, provided the opportunity for recreational boaters and commercial fishermen to do so for the first time.

Flare-firing in non-emergency situations is illegal. Thus, the Coast Guard-supervised practice session presented to the participants a sterling opportunity to prepare themselves for a possible crisis by actually firing off some flares.

Flotilla 29 D11SR (Dana Point, Calif.) helped to organize the event, which utilized an Incident Command System format. The Ocean Institute of Dana Point provided a practice area for the discharges, which had been authorized by an Orange County Fire Authority Special Events Permit.

The weather barely cooperated, as intermittent rain pre-

ceded the event. After careful review of the hard sand and small gravel practice area, Incident Commander Norma Lococo, DSO-OP, and Deputy IC Don Norby, FSO-PS 29 D11SR, deemed both the surrounding ground area and “firing line” safe enough to proceed.

The public venue required a complement of 14 members of Flotilla 29 and one from Flotilla 27 (Newport Beach). They were positioned throughout the area to ensure safety and document the event. The area was cordoned off with only one access point, thereby controlling all pyrotechnics that were being brought in.

A safety table was placed at the entrance, where each person submitted their flares and flare launchers for a review of their condition. Then, the pyrotechnics were placed in a bright-orange plastic bag and tagged with the person’s name,

and each participant was directed to the firing line.

More than 325 people passed through the access point, either to participate in, or just watch, the event. Some 115 visitors actually fired off flares and used flare launchers, while about 120 boarded CGC *Narwhal* for tours led by crewmembers. The Cutter is home ported at Newport Beach.

Flotilla 29 vessel examiners (VE) have long discouraged boaters from retaining expired flares because they can either fail to discharge, or – if discharge does occur – fail to respond in an acceptable and safe format.

The VEs also suggested to boaters that expired flares be distinctly and permanently marked as such and kept separate from current flares. They are also advised to stow them in such a manner or location that they will not mistakenly be used during an actual emergency, except as a backup to current flares, should backup be needed.

During the event, 12-gauge and 25 mm flare cartridges one year or more past their expiration date failed two out of three times. Expired 25 mm aerial flares spiraled out of control or went in the wrong direction.

Two flare launchers were tagged at the safety table because their chambers failed to open, one never-before-used launcher that was less than a year old fractured after firing. An F29 model launcher's chamber failed to open after being used several times on the firing line.

It was agreed by everyone involved in the coordinated event that its objectives had been achieved without incident. This special event for Dana Point mariners provided a venue for the safe discharge of flares and demonstrated strong teamwork between the Coast Guard and the Auxiliary. 🌹



Some of the 325 visiting members of the public arrive at gangway to the USCGC *Narwhal* for a tour of the Cutter and a practice flare-shoot organized by Flotilla 27 D11SR (Dana Point, Calif.) Helping the excited visitors board the Cutter are Thomas Stopa (on dock, in D11 tee-shirt) and Tony Dallendorfer (wearing garrison cap). Above him is an unidentified *Narwhal* crew member. Green-uniformed personnel on the dock are with the Sheriff's Department Dana Point Harbor Patrol.

S.A.R.

From the times of the old life savers, these men followed a code.
The brave men who on dark night, down stormy beaches strode.

Searching o'er the endless sea, for those who might need aid.
Even in the worst of times, their courage did not fade.

In small and wooden boats they'd row, through the crashing waves.
And many were the ones they saved, from dread watery graves.

O'er the years the faces changed, but the spirit did remain.
Just as the leaves upon the oak, but never the grain.

In small boats and in aircraft, they'll comb the ocean's face.
Into the storm and angry seas, they will bravely race.

Just as in the old times, they know that they must go.
Mayhap not to return, to the ones they know.

Honor, Courage, even pride, ever carries them on.
Beyond the call of duty, many of them have gone.

Courageous men and women, who'd brave the ocean's wrath.
It takes a special kind of heart, to follow their path.

To search the unforgiving face, of the fickle sea.
To wrest hope from hopelessness, achieve their victory.

From the old life savers, to those who now guard our coast.
And do so in honor, do not of their deeds boast.

I'll say a hearty thank you, for I know that one day.
I might have to call you, into the ocean's fray.

— Johnnie Baum
The Hatteras Island (N.C.) Poet

It's Tee-Time Once Again

FROM: U.S. COAST GUARD

Start planning now! The 36th Annual Coast Guard Headquarters Invitational Golf Tournament is just around the corner.

Due to accolades about the venue that were received from participants in last year's tournament, the 2008 version will again be held at The Homestead in Hot Springs, Va., (<http://www.thehomestead.com>), July 9-12.

The tournament is open to all Coast Guard active duty, reserve, and civilian employees, as well as retirees, Auxiliarists, dependents and guests.

The competition will include a team scramble event the afternoon of July 9th, followed by three days of individual stroke play.

The deadline for signing up is May 15th.

If you have questions, please contact Dr. Mike Parnarouskis (mikep1121@comcast.net), or Commander Austin J Gould (austin.j.gould@uscg.mil).

In addition to the golf, the tournament package includes three nights' lodging at the resort, a welcome reception and cook-out following the Wednesday scramble, evening receptions on July 10th and 11th, and the "Awards Banquet" – actually a buffet – the afternoon of July 12th.

Both low- and high-handicappers are welcome.

The tournament usually draws about 120 participants. They are placed into six- to seven-flights following the second medal round on July 11th. Prizes are awarded to the top five finishers in each flight.

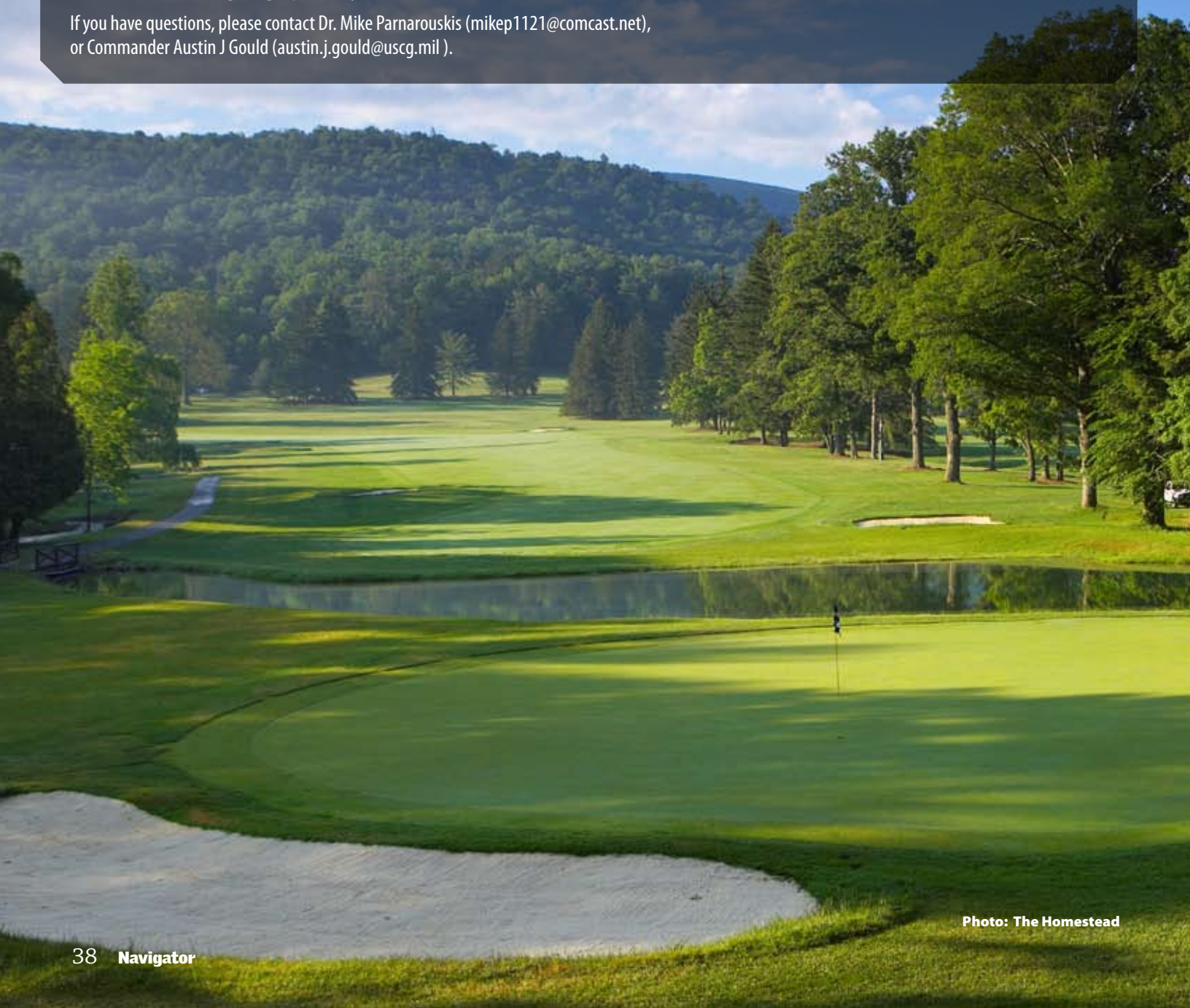


Photo: The Homestead



Photo: Jerry Haynes, FSO-PB 20-10 D5SR

Former Marine Corps Sergeant Vincent Bonanno (third from right), FC 20-10 D5SR (Swansboro, N.C.), felt right at home teaching boating safety at Combat Logistics Company 21, Cherry Point (N.C.) Marine Corps Air Station. His students are, from the left, SGT Eric Kolk, CPL Matthew Rummerfield, CPL Terrance Hoeft, PFC David Holloway, SGT Jason Jenkins, CPL Hannah Acevedo, SGT Christopher Whalon, Bonanno, SGT Matthew Harper, and CPL Jerrevia Felix.



Photo: Barbara Burchfield, FSO-PA 11 D13

It is not often that two Auxiliaries receive 40-year service awards at the same time, but that is precisely what happened at Flotilla 11 D13 (Bellingham, Wash.) when John Robnett (left) and Jack Herrick were so honored. Robnett, a Vessel Examiner for all 40 years, is a Past Division Captain. Herrick, a former Rear Commodore-North, has been a private pilot for 20 years and is an Auxiliary Aircraft Commander.



Photo: Tiny Riddle

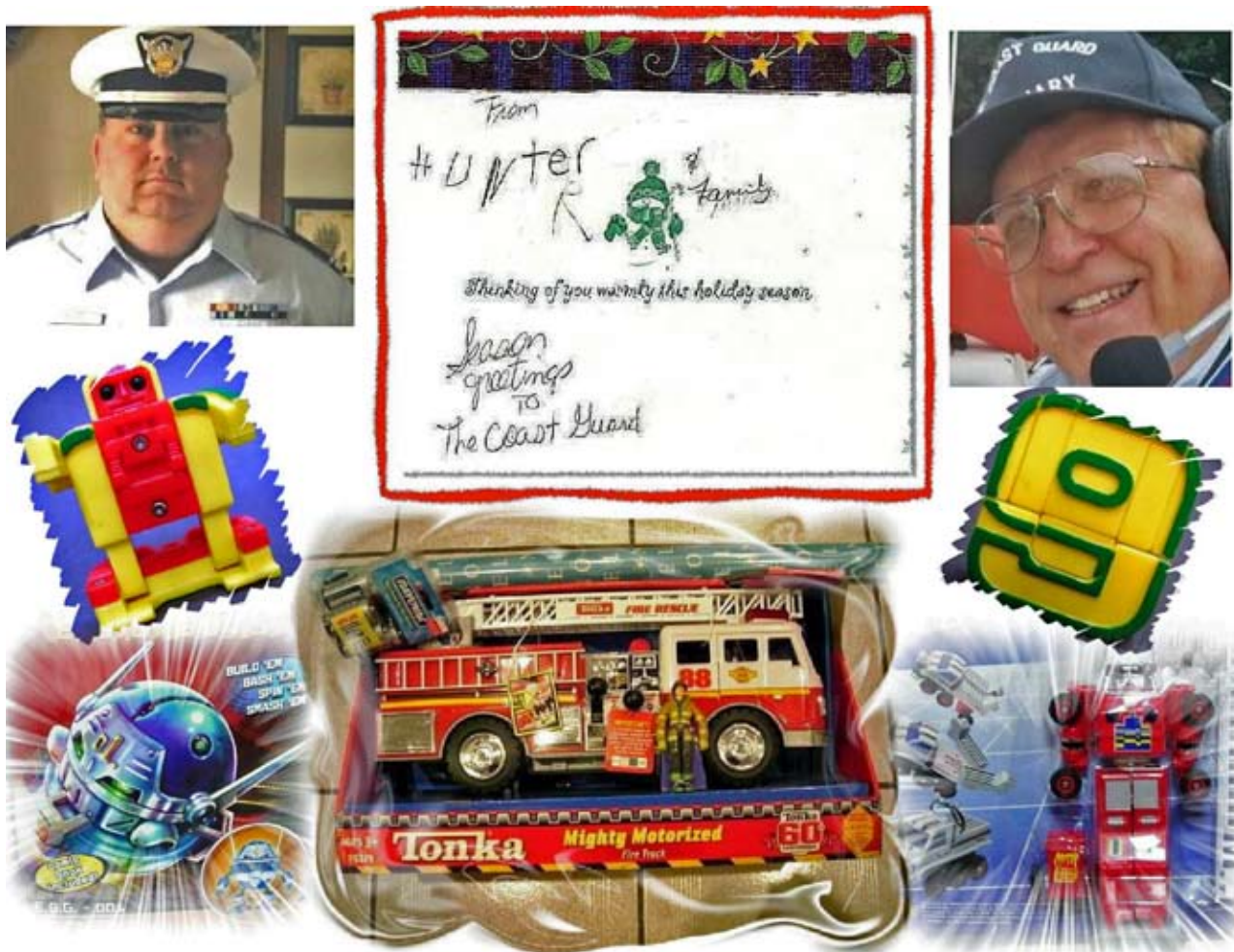
Kelly Townsend, FC 17-3 D5SR, presents the Good Samaritan Award to Christopher Lee Brown, R&N Marina, Lake Hickory, N.C., for providing First Aid to an injured Personal Water Craft operator following collision with another PWC at his marina's entrance and summoning Emergency Medical Technicians. Not pictured are boaters Robert and Ann Enloe of Lenoir, N.C., who retrieved the injured person and brought him to the marina. Townsend, meanwhile, was honored as his division's Auxiliary of the Year.



Photo: Robert McNamara, SO-PB 2 D1SR

Division 2 D1SR has established the Walter Lee Memorial Bar to memorialize its deceased members, past and future, who have served USCG Station Sandy Hook (N.J.). A plaque bearing the first four names – Anne Terhune, Frank Pastormicky, Joseph Wilfong and Walter Lee – was presented to CW03 Sean McGarigal (left), Station Commanding Officer, by Tom Evans, DCP-2, during recent ceremonies. The plaque is now permanently posted at the Station's Quarterdeck.

Colorful Christmas Caper



Collage: Charlie Kovach, VFC-83 D1NR

Two Auxiliarists, unknown to one another, met via e-mail and the upshot was a surprising – and extremely happy – Christmas for a needy nine-year-old boy in Rhode Island. The situation was 'memorialized' with this colorful collage that features the various 'chapters' that comprise an unusual tale of great joy and good tidings. Details of what it's all about and what this artwork actually represents can be found on page 5.

Coast Guard Auxiliary Association, Inc.

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