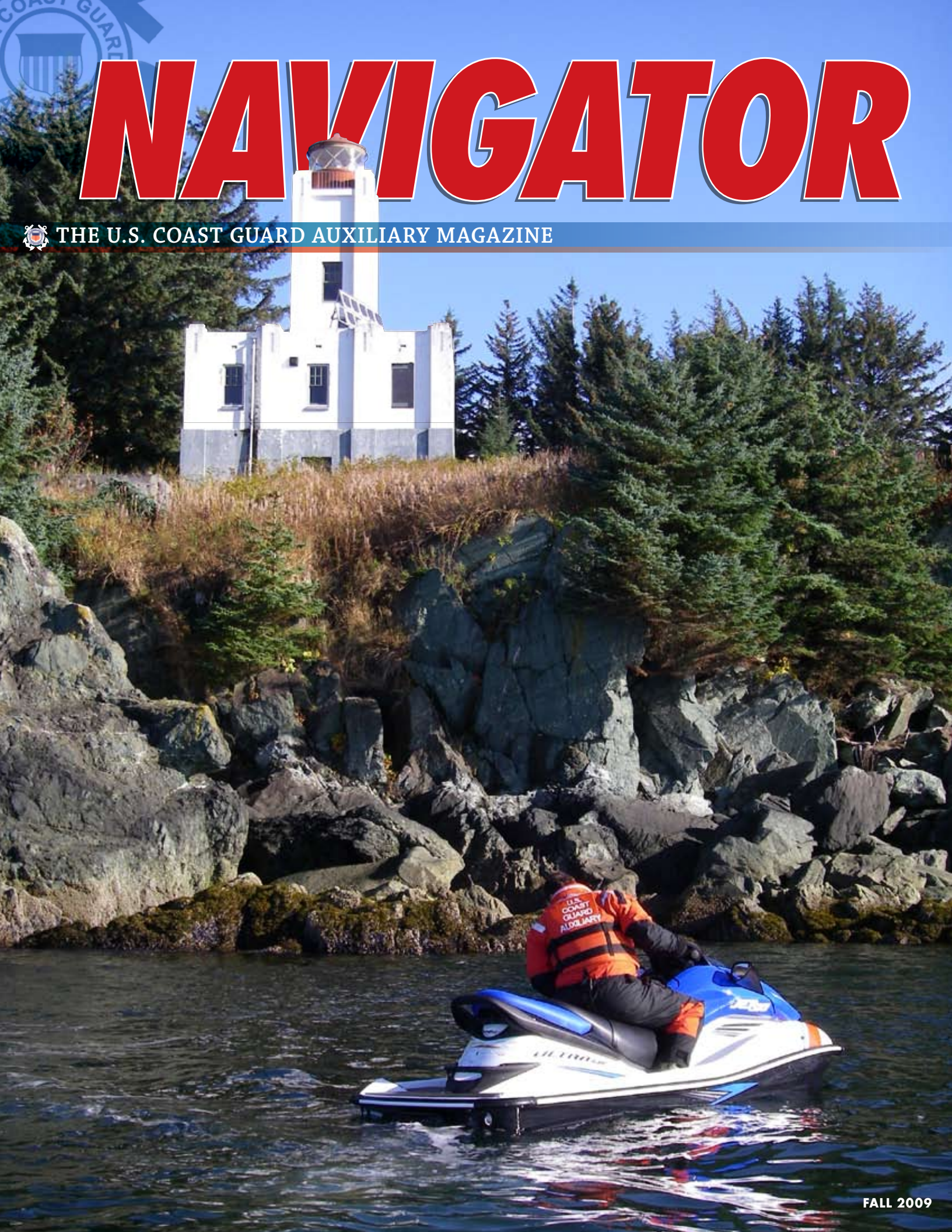




NAVIGATOR

 THE U.S. COAST GUARD AUXILIARY MAGAZINE





CG Auxiliary operational vessels in Juneau, Alaska, work with CG Station Juneau during two-boat training evolutions in Gastineau Channel. The Auxiliary provides the “vessel-in-distress” so the active duty can practice working with pleasure boats. Juneau Auxiliarists Rich Liebe and Jack Brandt, aboard Auxiliary vessel *Noreen Kay*, hook-up and prepare to be towed by Station Juneau’s 47-foot motor life boat.

Photo by Noreen Folkerts, Flotilla 11, Juneau, Alaska



NAVIGATOR

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OUR CONTRIBUTORS



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DEADLINES

SUMMER: July 1

FALL: October 1

WINTER: December 31

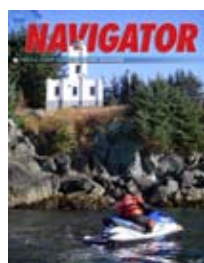
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WHO'S
READING
YOUR
NAVIGATOR?
DON'T TOSS
IT, PASS IT.



ON THE COVER: In gold-rush days thousands of hopeful miners reached the Yukon by ships that brought them to Skagway at the northern end of Lynn Canal. The passage was treacherous and in 1900, Congress allocated funds for a lighthouse to be built on Sentinel Island in Favorite Channel where it joins Lynn Canal, a natural waterway to Alaska's interior. The original lighthouse complex consisted of a square wooden tower attached to a large, two-story keeper's house. The lantern room was steel and glass, with a fixed, fourth-order Fresnel lens. The focal plane of the lens was forty-two feet above the island, and eighty-two feet above the water at high tide. Auxiliary personal watercraft operational vessels are invaluable during shoreline searches, where they are able to check shallow areas other vessels cannot navigate. Juneau's personal watercraft operator Dan Logan checks the shallow waters around Sentinel Island during a practice search on a calm fall afternoon. *Photo by Noreen Folkerts, Flotilla 11, Juneau, Alaska*



COMMODORE
**NICHOLAS
KERIGAN**
NATIONAL
COMMODORE



ON THE WEB

You can go to the National Commodore's page at www.auxnaco.org and i-naco.blogspot.com/ for more information on the U.S. Coast Guard Auxiliary

READINESS IS ALL

Readiness is a loose term that defines our ability to take on something and deliver. So Readiness is a measure of preparation. If we are ready, we have made the preparations necessary to do what we say we will do.

Living requires Readiness. As I said, Readiness is a measure of preparation. What can we measure?

- Adequacy of training and manuals
- Budgets
- Communications within and outside of the Auxiliary
- Resources
- Buy-in and motivation
- Change management
- Facilities

A number of measures are qualitative, so it's difficult to actually assign a score. This is why Readiness is hard to measure and plot on a scale, as several of these factors are qualitative. Budgets are all about numbers; resources and facilities can be counted. The other items defy an easily-assigned point on a graph. This is why many people really struggle with the concept of Readiness.

All the same, there are deliverables: response time, classes taught, RBSVP visits, etc. However, what tends to happen is that Readiness is considered a low priority, an afterthought. Preparedness requires planning, training, and practice.

A lack of Readiness (by whatever measure) can be disastrous. If we are not prepared, we can experience:

- Disrupted operations
- Complaints
- Low morale
- Wasted effort
- Increased costs

We recently announced significant changes to our organization. As the Coast Guard modernizes we must re-orient the Auxiliary so that it more closely supports the Coast Guard's new direction. The Coast Guard is positioning itself to answer the call, to remain always ready, and to execute the mission. The Coast Guard has never been relied upon by our nation more than today. The service is strong, however, as we face new challenges we need to be organized more efficiently, and manage our business practices more effectively.

While we honor our past, we cannot operate in it. Our future lies in a flexible, agile, and responsive force, backed by a transformed command and control structure and a mature mission support organization. Our future lies in Readiness.

The Auxiliary has already taken a major step in aligning districts, divisions, and flotillas with sectors. Now we have adjusted the organization at the national level. We have been, and will be, challenged to provide more and more support to the active duty force. To do so, we must become more integrated with Coast Guard organization and practices while at the same time staying balanced in our RBS missions along with operational missions. It is up to the Auxiliary leadership with support of Coast Guard leadership at all levels to maintain the proper balance of RBS programs as we move forward with our modernization of the Auxiliary.

It's rather fitting that as we begin our 71st year, we are evolving into an organization that resembles more the Auxiliary of 1943 than the Auxiliary of 1993. We must really be part of Team Coast Guard and always ready to meet the call. It's a challenge we need to meet. We must be ready.

Readiness needs to be at the forefront in all we do.

Ask yourself "What does 'Ready' look like?"

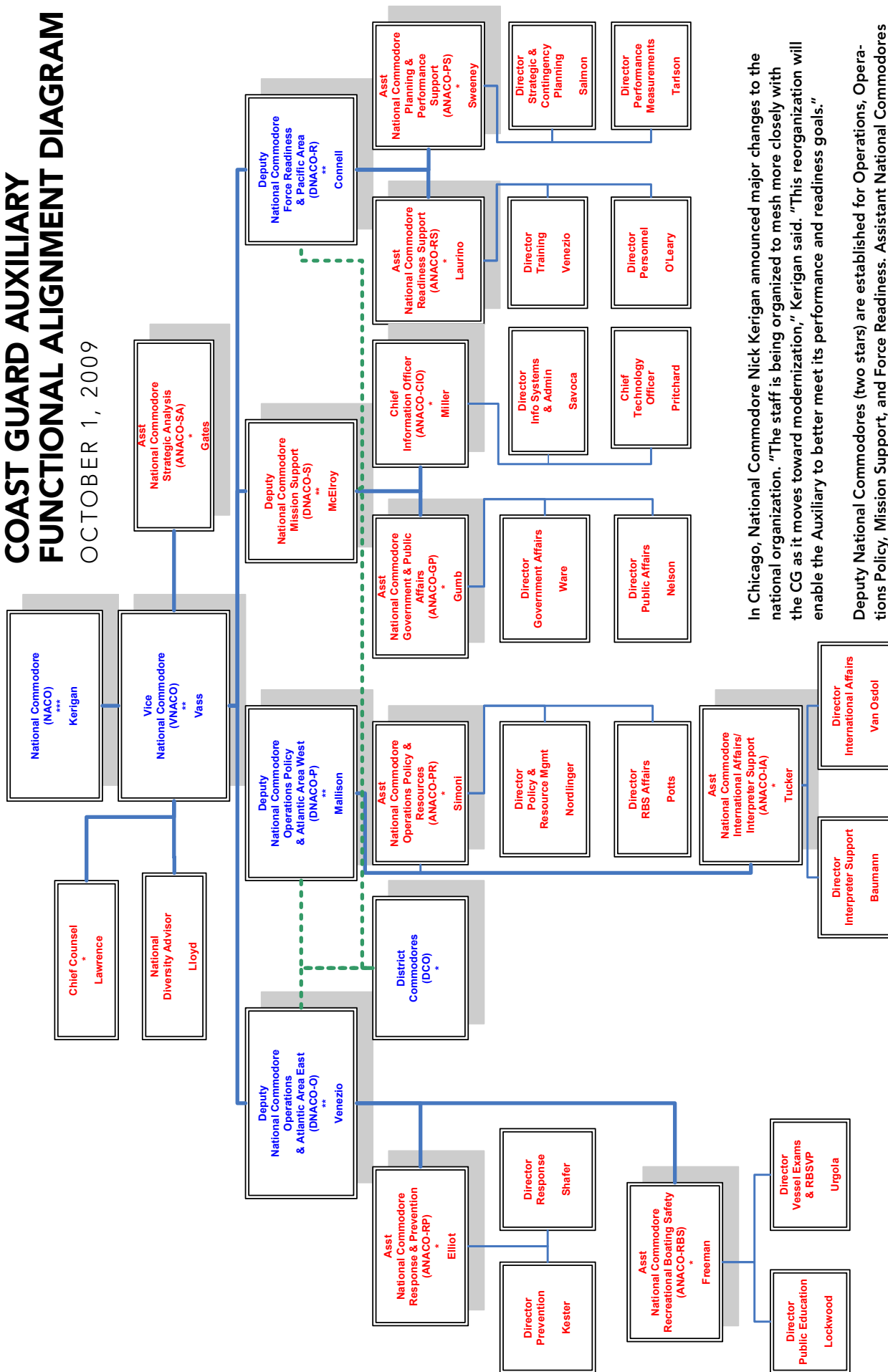
- Consider the impact and dependencies across the organization.
- Review mentoring of new members.
- Work with neighboring flotillas.
- How many people are qualified as crew/coxswain, Instructor, VE, RBSVP, aircrew, etc.?
- Understand our active duty colleagues and how we can support their efforts more effectively.
- Utilize the national staff as a resource.
- Balance the resources available with mission requirements.

Our members need to be personally ready to accept the challenges we face. Being as prepared as possible in your personal life allows you to focus appropriate attention on our missions. So take care of yourself and your family first. Maintain an appropriate balance.

Semper Paratus 🌀

COAST GUARD AUXILIARY FUNCTIONAL ALIGNMENT DIAGRAM

OCTOBER 1, 2009



In Chicago, National Commodore Nick Kerigan announced major changes to the national organization. "The staff is being organized to mesh more closely with the CG as it moves toward modernization," Kerigan said. "This reorganization will enable the Auxiliary to better meet its performance and readiness goals."

Deputy National Commodores (two stars) are established for Operations, Operations Policy, Mission Support, and Force Readiness. Assistant National Commodores (one star) will oversee Response & Prevention, RBS, Operations Policy & Resources, International Affairs, Mission Support, Chief Information Officer, Readiness Support, and Planning & Performance Support, Chief Counsel, and Strategic Analysis. Department Chiefs and Deputy Department Chiefs will now be Directors and Deputy Directors. There are no organizational or name changes below Deputy Director.

Sheila Lagrand

New Assistant Editor of the *Navigator*



Sheila Seiler Lagrand

An Auxiliarist since 2005, Sheila Seiler Lagrand joins the *Navigator* staff as Assistant Editor. She is a member of Flotilla 2-10, Huntington Beach, California, serving as administrative assistant to the district commodore. She is also active in the Interpreter Corps. Her work has appeared previously in *Navigator*. She won the district award for best flotilla newsletter of 2006. As part of her duties as operations manager of Towneley Capital Management, Inc., she edits corporate communications such as newsletters, marketing materials and web content. She and husband Rich, who is also an Auxiliarist, share their Trabuco Canyon home with J.D., a black Labrador retriever, and Doc, a smallish mutt. They enjoy spending time together aboard their 25-foot Boston Whaler, *Tohoro Iiti*.



Two-time World Boxing Champion, Jesse James Leijas, stars in a safe boating PSA targeting young men.

One Tough Hombre, One Smart Boater

BY FRANK DANNENBERG, JR.

Flotilla 74, San Antonio, Texas

District 8 Public Affairs had a long list of possible spokesmen for a public service announcement to be produced through a boating safety grant from the BoatUS Foundation. The target audience was young, strong males who say they do not need a lifejacket because they know how to swim or they don't look cool in a lifejacket or it will mess up their tan. Their best excuse: "I don't care if I drown."

A tough athlete was needed as a role model for this hard-to-sell market and Jesse James Leijas became that tough hombre. A two-time World Boxing Champion from San Antonio, Texas, Leijas is a successful businessman, community leader and family man who always wears his lifejacket. In the words of his brother, "Jesse swims like a rock!" The champ came through, delivering a strong message, "Wear it! Pontelo! Do it for your family."



NAVIGATOR

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Editor's Note: Doug Kroll is Branch Assistant for Research and Publication, Public Affairs Department, Community Relations Division. He is the author of Commodore Ellsworth P. Bertholf: First Commandant of the Coast Guard (U. S. Naval Institute Press, 2002) and Friends In Peace and War: The Russian Navy's Landmark Visit to Civil War San Francisco (Potomac Books, 2007). His third book, A Coast Guardsman's History of the Coast Guard, will be published by the Naval Institute Press in 2010.

BY DOUG KROLL,

Flotilla 11-10, Palm Desert, California

WHAT'S IN A NAME?

The 1915 act creating the Coast Guard described it as “an armed service,” but by the 1930s it differed from the Army and the Navy in at least one fundamental respect: The Coast Guard had no peacetime reserve.

This fact was on the mind of Commodore Malcolm Stuart Boylan of the Pacific Writer's Yacht Club, Los Angeles Harbor, when he had occasion to invite Lieutenant Francis C. Pollard, Commanding Officer of the USS *Aurora* which was in the same harbor, for a sail in August of 1934. That day, Boylan and Pollard had a meeting of the minds and a few weeks later what is now known as the Founder's Letter arrived on the desk of Lt. Pollard in San Pedro, California. It said:

My dear Lieutenant:

I have been dwelling on our recent conversations concerning the Coast Guard and your most informative explanation of its origin, traditions and functions. Out of this the thought has come to me that the Coast Guard alone of all armed services has no organized reserve, whereas the Navy, the most comparable service, has in reserve sixty-five hundred officers and seventeen thousand enlisted men!

Sincerely,

*Malcolm Stuart Boylan**

The proposal was pushed relentlessly by Admiral Russel R. Waesche until Bill No. 5966 was introduced by Congressman Schuyler Otis Bland of Virginia on April 24, 1939.

On June 23, 1939, Congress passed The Coast Guard Reserve Act “. . . in the interest of (a) safety to life at sea and upon the navigable waters, (b) the promotion of efficiency in the operation of motorboats and yachts, (c) a wider knowledge of, and better compliance with, the laws, rules and regulations governing the operation and navigation of motorboats and yachts, and (d) facilitating certain operations of the Coast Guard. . . .” The membership was open to volunteers who were citizens of the United States and most of its territories who owned motorboats or yachts.

Groups of boat owners were organized into flotillas and these into divisions within Coast Guard Districts around the country. Members initially conducted safety and security patrols and helped enforce the provisions of the 1940 Federal Boating and Espionage Acts. In some respects it was like the U.S. Power Squadron, which was founded in 1917 as a non-military reserve for the Navy.



Photo: Waesche

Admiral Russell R. Waesche, Commandant of the Coast Guard from 1936 to 1946, courtesy of USCG Historian's Office.

The growing danger of war in the Pacific and in Europe alerted the Coast Guard to the need for a military Reserve, as well as the existing non-military Reserve. On February 19, 1941, Congress amended the original Reserve Act. The “Coast Guard Auxiliary and Reserve Act” created a new military Reserve and renamed the original non-military Reserve the “Coast Guard Auxiliary.” The original purpose of the non-military Reserve was retained.

In the early years of the Auxiliary's existence, a frequently voiced criticism concerned the organization's name. Suggested replacements included “Coast Guard Reserve-Volunteer,” “Coast Guard Temporary Reserve,” and “Coast Guard Reserve-Class T.” Commodore Boylan supported dropping the name “Auxiliary” and replacing it with “Coast Guard Temporary Reserve.”

In August 1944, Auxiliarists from the First, Third, Fourth, Fifth, and Ninth Districts held an Inter-District Conference at Martha's Vineyard, Massachusetts. They went on record favoring a name change for the organization on the grounds that that the word “auxiliary” was “too closely allied with women's organizations which are adjunct to military or church groups.”

The Commandant's Office was flexible with regard to many subjects, but not on the change of the name of the organization. The name “Coast Guard Auxiliary,” as authorized by the Congress in 1941, was retained.

*U.S. Coast Guard, Public Information Division. *The Coast Guard at War: Auxiliary*. Volume XIX. Washington, DC: U.S. Coast Guard, 1 May 1948.

THE BIRTH OF THE NAVIGATOR

Almost since the inception of the Auxiliary, *Yachting Magazine* carried more-or-less regular columns on Auxiliary news under several titles, one of which was “Under the Blue Ensign.” In 1956 the Chief Director of the Auxiliary, Captain Harold B. Roberts, began issuing bimonthly press releases on letterhead with “Under the Blue Ensign” printed on it. These documents became the basis for the columns published in *Yachting Magazine*.

Other volunteer groups had discovered that national journals helped to keep the membership intact. During the 1950s the Auxiliary’s National Board seized on that medium as a means of not only disseminating information but of strengthening the feelings of camaraderie that kept the organization alive. In the winter of 1959-60 the Auxiliary mailed its first national publication: a nine-page journal bearing the masthead *Under the Blue Ensign*. This title was a source of some confusion, since *Yachting* was still using it for its monthly Auxiliary news columns.

In the summer of 1960 the Auxiliary journal was renamed the *U.S. Coast Guard Auxiliary National Publication*. The editors immediately began soliciting suggestions for a catchier title, and finally settled on *The Navigator*. The first issue under that masthead appeared in October 1961. The first issues featured the Auxiliary emblem on a Navy background in the top section of the front page with the title in white lettering. The bottom part contained a cover photo on a white background. Initially issues were fewer than ten pages in length.

— By Doug Kroll, Flotilla 11-10,
Palm Desert, California

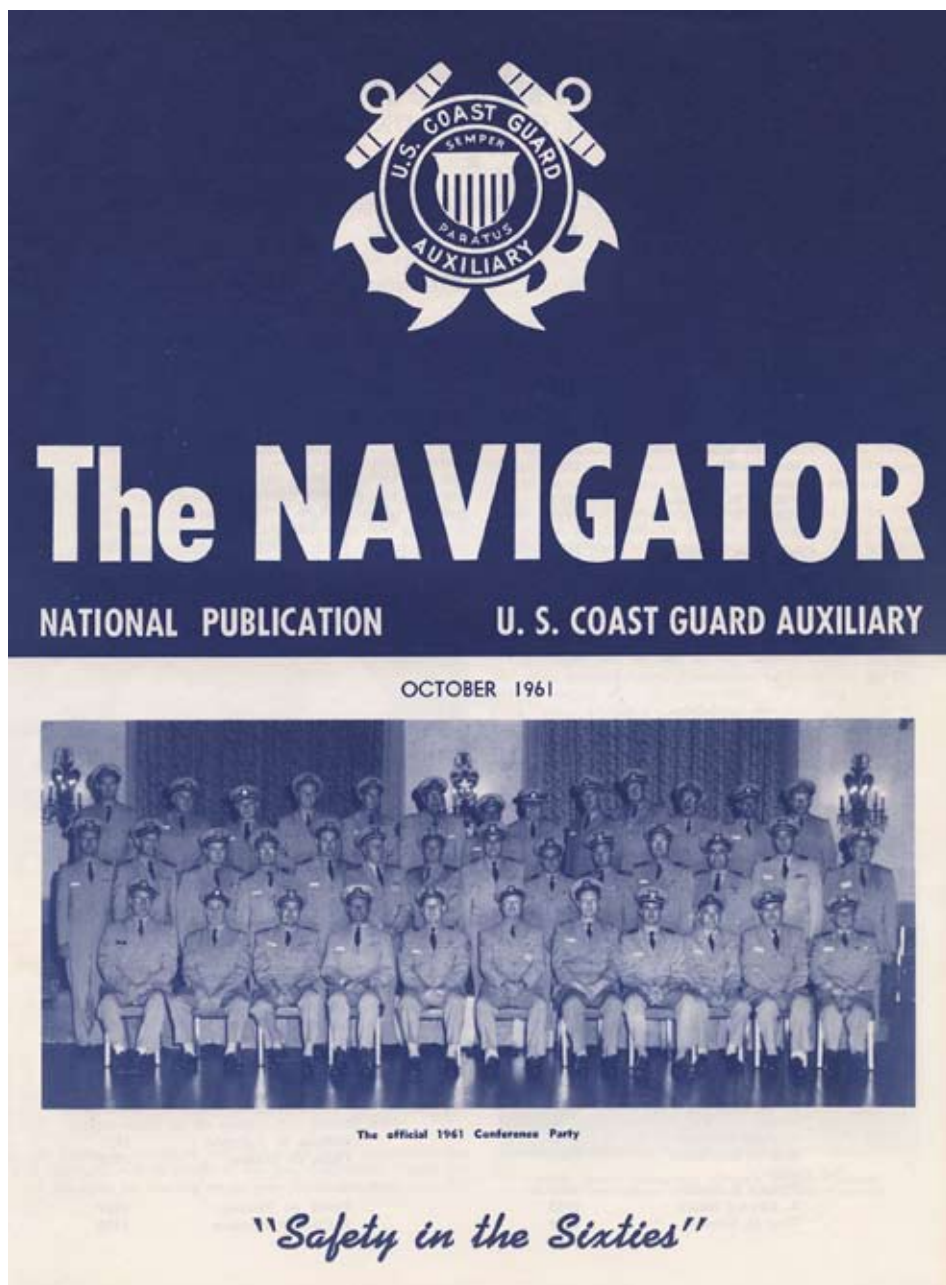


Photo: USCG Auxiliary archive, Joyner Library, East Carolina University.

The cover of the first issue of the *Navigator* October, 1961.

THE BLUE ENSIGN

In testifying before the House of Representatives about the need for a volunteer Coast Guard Reserve in 1939, Admiral Russell Waesche, the Commandant of the Coast Guard, said that among the privileges afforded, owners “will be given a Coast Guard Reserve flag to fly.... The idea being that a motorboat or yacht going down the Potomac River, or the Detroit River, or elsewhere, flying that flag, is serving notice to have been examined and passed on; I know the rules of the road; I know how to operate a motorboat; I have a seaworthy craft, properly equipped, in compliance with the law.”

When Congress authorized the civilian, volunteer Coast Guard Reserve in 1939, someone at Coast Guard Headquarters designed an ensign for it: a blue rectangular flag bearing the Coast Guard emblem in white, with “United States Coast Guard Reserve” in the circle around the shield. When a military reserve was created on February 19, 1941, the former civilian, volunteer reserve became the U.S. Coast Guard Auxiliary. This “new” Coast Guard Auxiliary changed its existing ensign by merely changing the word “Reserve” to “Auxiliary” in the circle around the shield on the rectangular blue ensign.

In 1966 the National Board estab-

lished a Flag Etiquette Committee to design a modernized Auxiliary ensign. The committee soon discovered that proposing a new design for a governmental agency was a complex process. They had to gain the approval of Coast Guard headquarters and of the U.S. Army’s Institute of Heraldry. The Commandant’s Office rejected several proposed designs because they were too similar to the ensign of the U.S. Power Squadron.

In 1967, Grover A. Miller, the National Commodore, conceived the idea of basing an ensign design on a simple shape associated with the Coast Guard: a diagonal white band, reminiscent of the “slash” recently painted on Coast Guard vessels and aircraft, centered on a blue rectangular background. In the middle of the white slash would be the Auxiliary logo, in a new, slightly simplified form similar to the one the Institute of Heraldry had recently approved for the Coast Guard. The Army and the Commandant approved the design, and the new blue ensign went into use in the summer of 1968.

The Auxiliary ensign flies on inspected surface facilities that display a current facility decal and on vessels owned by Auxiliarists that have passed a vessel safety check and display a current VSC



Photo: USCG Auxiliary archive, Joyner Library, East Carolina University.

decal.

It is flown both day and night when the Auxiliarist is aboard, at the main truck if the vessel has a mast or at the bow staff if it does not. Boats equipped with a radio antenna but no mast may fly the Auxiliary ensign on it, about two-thirds of the way up.

When the Coast Guard takes an Auxiliary member’s boat into service for a mission under Coast Guard orders, the vessel displays the Coast Guard Auxiliary patrol boat ensign in place of the normal Auxiliary blue ensign. The patrol boat ensign is based on the so-called “racing stripes” painted as an identifying insignia on the hulls and fuselages of Coast Guard cutters and aircraft. If a Coast Guard officer or petty officer is aboard, however, this patrol flag is replaced by the normal Coast Guard ensign.

— By Doug Kroll, Flotilla 11-10, Palm Desert, California

THE VETERANS HISTORY PROJECT

The Veterans History Project is sponsored by the American Folklife Center of the Library of Congress. Since the spring of 2003, the Auxiliary has been a participant in this enormous undertaking which seeks to record the histories of Coast Guard and other armed service veterans, as well as Auxiliarists.

In 2005, at sites including Tampa, Boston, San Antonio, San Diego and Seattle, the Auxiliary joined forces with others to train volunteers in interviewing veterans and recording their histories. As a result, the Auxiliary collected several hundred histories at celebrations marking the 60th anniversary of the end of WWII.

The Veterans History Project honors our nation’s veterans like Mr. Albert Nicarelli whose incredible story aboard the USCGC Eagle in 1946 begins on page 10. Doreen M. Kordek, 7th District Historian and national staff officer for the Veterans History Project, serves as Auxiliary liaison to the Library of Congress. Currently, the program needs two volunteers from each district to help the branch chief in reaching out to veterans. Training is available. For more information on the Auxiliary’s role in the Veterans History Project or to obtain an interview kit, please contact Doreen at ccutter72@gmail.com, or call her directly at 813/431-4157. Information is also available at www.loc.gov/vets.

BY ALBERT GERARD NACCARELLI

*From an interview on July 2, 2009, with Anne and Ramon Evans,
Flotilla 15-8, North Orange County, California*



Albert Naccarelli on the left.

Delivering the Eagle

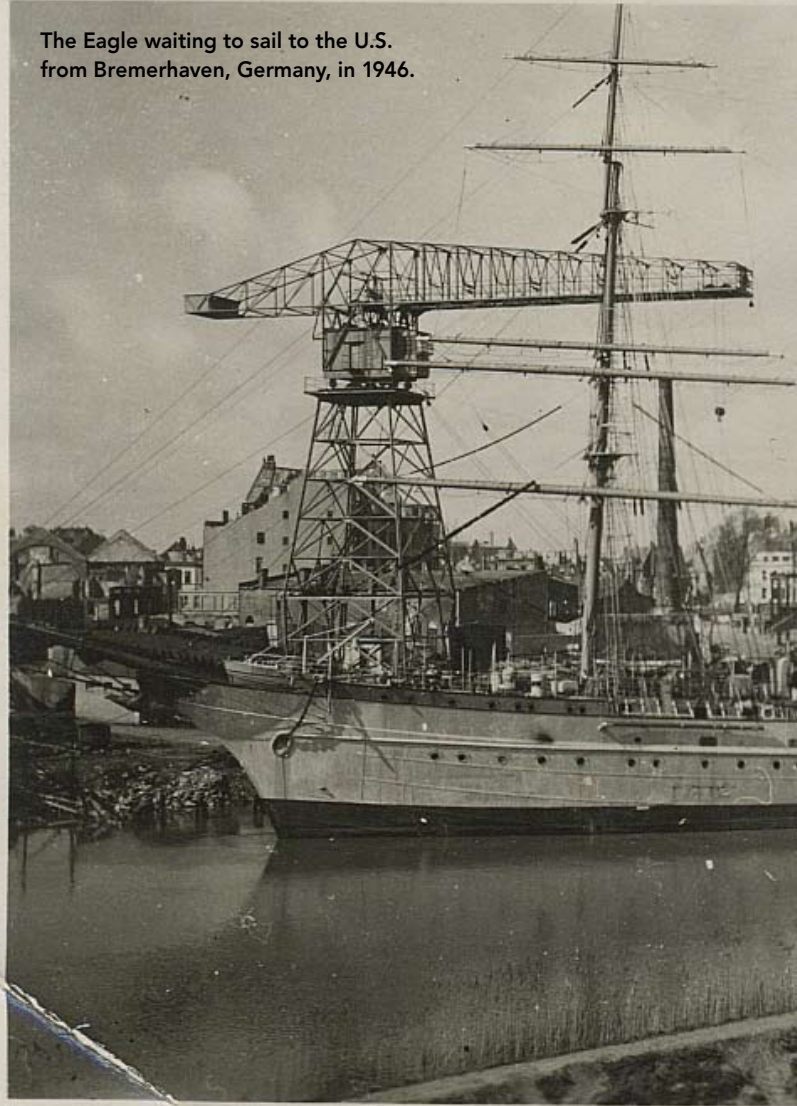
My name is Al “Kid Gonski” Naccarelli. I’ll tell you about that Gonski name later. I was born in Philadelphia, Pennsylvania, March 18, 1928. I am Italian, through and through. I grew up in Philadelphia and finished high school there.

I also learned to fight. That’s where the Gonski comes in. Those were Depression days and my family didn’t have any money. I found out you could earn money for fighting. I heard that the Poles all got higher ratings than the rest of us, so I changed my name to “Gonski” to make me sound Polish. I guess that worked because I ended up the best amateur, almost a professional boxer, and won the Golden Glove Award.

While I was growing up, I never thought about joining the military; but when I turned seventeen-and-a-half, I joined the Coast Guard, August 15, 1945. I attended the Academy in New London, Connecticut, and eventually became a Seaman First Class.

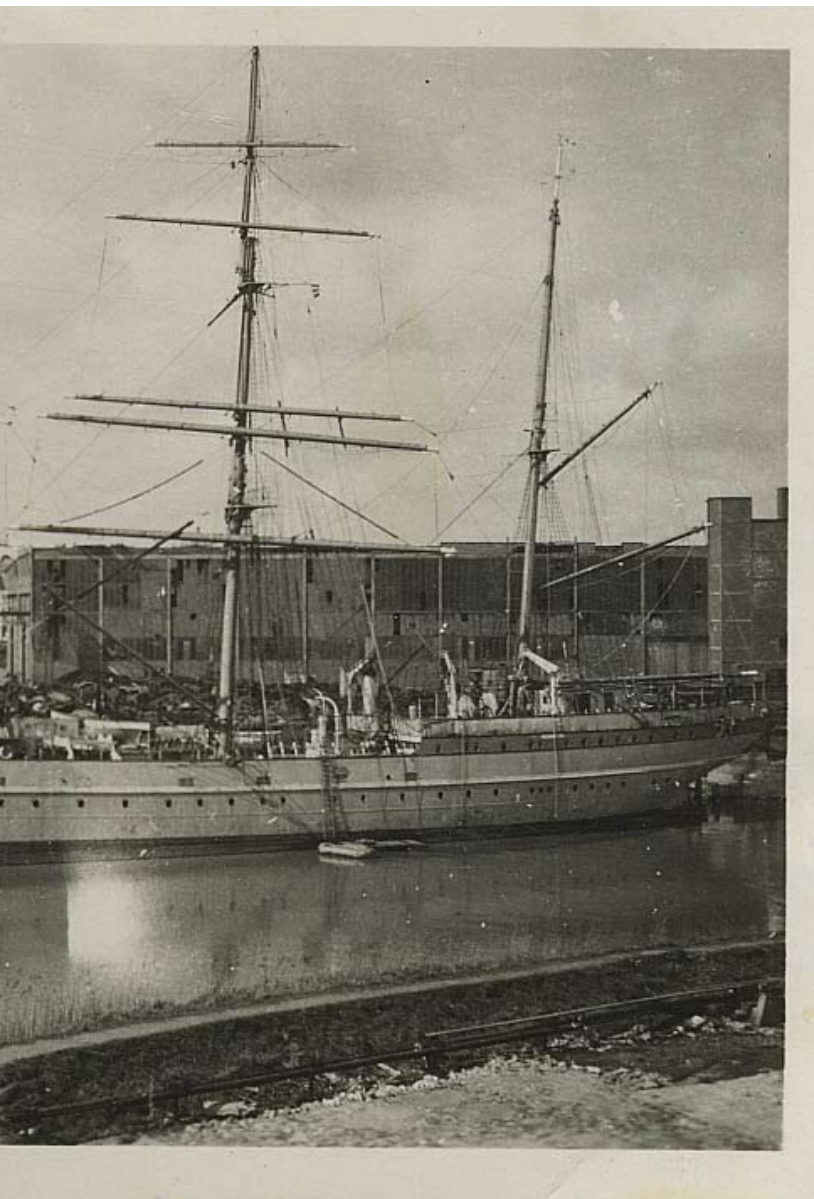
My most memorable duty in the service was my time on the Eagle. About March of ’46, we got orders to be shipped from Brooklyn to Germany to pick up a vessel. We

The Eagle waiting to sail to the U.S.
from Bremerhaven, Germany, in 1946.



were on the SS Central Falls Victory. We didn’t know the ship we were picking up was the Eagle. When we got to Bremerhaven, the Eagle was in dry dock. [It] was painted white and did not have that stripe on it the way it does today. I have an article from a newspaper, “The Reporter,” May 24, 1946, describing the U.S. Coast Guard cutter Eagle. You can see me in the photograph there during the commissioning on May 22. The commander was G.P. McGowan. The Eagle had been called the Horst Wessel by the Germans. She shot down five Russian airships during the war.

We stayed at a compound, some naval building the Germans had built, while the Eagle was getting readied to sail. I was trained in tacking, but that was a lot of work. I remembered the guys at the Academy working their butts off. Then I saw the military cooks and thought that looked like a good job. I asked to be a cook and that was that. At least as a cook you got to eat. Oh, the food was good aboard ship. All the food was fresh. I improvised with the dry stuff and I made pancakes, spaghetti and meatballs, whatever, but I did hate peeling potatoes. You started with this big potato, and after peeling you had almost nothing. I had learned to



cook from my mother. I entered service at 150 pounds and came home two years later at 215 pounds.

When I saw the galley on our visit to the Eagle in 2008, it looked smaller than I remember.

Well, there used to be two galleys, one for the enlisted and one for the officers. I mainly worked in the enlisted galley, but sometimes I cooked in the other one for a special meal for the captain.

Only problem in Bremerhaven was the snipers. Yes, the war had ended, but there were still snipers. I don't know, but maybe they were shooting at people trying to leave or maybe the shooters didn't know the war was over. Even though I was a cook I carried a .45. The snipers stopped when the Army came and cleaned things up.

Bremerhaven was completely flat. The city had been bombed by the Allies and was just a pile of bricks. Interestingly enough, the Nazi navy compound that we were staying in had not been touched. We had the German prisoners of war going around gathering up bricks for rebuilding the city.

On our way back to the U.S. with the Eagle, we stopped



The deck of the Eagle in 1946

in various ports: Plymouth, England; Madiera, Portugal; Le Havre, France; Bermuda; the Hudson Bay; and then New London at the end of the year.

I was scared when I first started going up [in the rigging] to do the tacking. We went up like monkeys. Then once I almost fell off the Eagle. [We were in] a heavy storm. There was a line stretched across the vessel. When we were on deck, we put one arm over the line and then put that same hand in our pocket so we could walk without being swept overboard. During that storm they put everyone, even cooks, to do seaman duties. I was scared but I never thought of death. Somehow we never had time to think of dying. We just came running out of our rooms to help, all the time afraid we would fall overboard. There were no lifejackets like there are today. Also, there were only four or five lifeboats in all.

One day we had a boxing match on board. We had fifty German POWs on board and I fought one of them who was a boxer. I won, of course. I always won. The German spoke perfect English and he told us he hated Hitler, saying, "He made us do it."

I remember a few of the U.S. crewmen. There was Ambrose Burrows. Then there was BM3 "Mac" DiMatto and Bill Bodine. One crew member spoke French. We picked up a French boy about 12 or 14 on our way back to the U.S. The French-speaking crewman wanted to adopt the kid so we took him with us on the Eagle.

After we brought the Eagle back we were sent to Europe again. We were on the Dexter which had once been the SS Biscayne.

I liked the service. I was honorably discharged on June 30, 1947. Harry S. Truman sent me this letter. "To you who answered the call of your country and served in its Armed Forces to bring about the total defeat of the enemy, I extend the heartfelt thanks of a grateful nation." I am proud of that. People today are not as patriotic as we all were back then. I am very patriotic." 🌹

HAPPY ANNIVERSARY, USCG AUXILIARY

This summer Auxiliarists celebrated the 70th anniversary of the Coast Guard Auxiliary with public affairs events, vessel examination days, fellowship, and more.

Review on
the parade
ground at Fort
Wadsworth,
New York.



Photo by Dee Thompson

District 1 – South

Elizabeth Young, Director of Auxiliary for District 1-South, and Flotilla Commander Jay Millard presented a commendation to Flotilla 72, Norwalk, Connecticut, for 65 years of service to the Coast Guard.

On June 27 New York City Police Commissioner Ray Kelly presented a proclamation from New York City Mayor Michael Bloomberg's office to the Coast Guard Auxiliary in recognition of the 70th anniversary. The proclamation was accepted by First District Commodore Steve Ackerman and USCG Commander Elizabeth Young, District 1 Southern, Director of Auxiliary. The ceremony was held on the deck of the 82-foot Coast Guard Auxiliary vessel *Lady B*, owner Stewart C. Sutherland. A fleet of 16 Auxiliary vessels surrounded the *Lady B* along with the Auxiliary tug *Long Splice*. Following the presentation the vessels displaying custom 70th anniversary banners lined up and passed in review.

District 1-South also celebrated the Auxiliary's 70th anniversary with a ceremony and review on the parade ground at Fort Wadsworth, Staten Island, New York, on June 23. Captain of the Port of New York/New Jersey, Captain Robert R. O'Brien, USCG, presented numerous awards. George Reilly, First Southern's Sector Coordinator, District Staff Officer-Operations, and Bernard Reiner, First Southern's Congressional Liaison Officer, accepted Coast Guard Auxiliary Medals of Commendation. District 1 Commodore Steve Ackerman and National Commodore Atlantic East Tom Venezia were also present.



Commander Elizabeth Young DIRAUX, D1-South, and Flotilla Commander Jay Millard at 65th Birthday Dinner of Flotilla 72 at Shore and Country Club, Norwalk, Connecticut.



Photo by Dee Thompson

The 82' Auxiliary operational vessel, *Lady B*.

District 5 – North

Allison Revy, Flotilla 72, Tuckertown/Egg Harbor, New Jersey, reported that CG Station Barnegat Light and District 5-North, Division 7, held an open house to promote safe boating and allow the citizenry of Long Beach Island a peek inside Station Barnegat Light. Attendance was estimated at over 800 people. Display booths encouraged the use of lifejackets and provided information on preserving the marine environment. Members handed out safe boating class schedules, informed boat owners on how to arrange for a vessel safety check and gave practical demonstrations on how to use

a marine radio, GPS and flares. "Coastie" gave out candy to young visitors. A representative from the Academy Introductory Mission provided information about the CG Academy and lifejackets donated by Division 7 were raffled off to the public. The active duty at Station Barnegat Light gave tours of their operations area, repair facilities, and CG vessels. The Coast Guard Atlantic Strike Team, Fort Dix, New Jersey, gave tours of their mobile emergency response unit and demonstrated a robotic search unit. A Coast Guard recruiter answered questions about the Coast Guard and Air Station Atlantic City provided a ground display featuring a rescue swimmer and equipment.



Photo by Rande Wilson.

District 7

Eighty-four-year-old Seaman Third Class Winford Williams was recognized at a ceremony held at the Seneca Health & Rehabilitation Center in South Carolina. The ceremony was coordinated by Jim Rudy, Flotilla 25, Hartwell Lake, Georgia. Mr. Williams was presented with personal letters from the Commandant of the Coast Guard, Admiral Thad Allen, and the Master Chief Petty Officer of the Coast Guard, MCPO Charles Bowen. Seaman Williams is a World War II veteran (1941-1945) who manned the 20 mm gun on a landing tank ship. He served in the Pacific and participated in the battles of Iwo Jima, Okinawa, and in the Philippines. He made five beach landings under fire and shot thousands of rounds during his combat experiences.

Flotilla 14, Destin, Florida, had an awards dinner, where 70th anniversary cups and 70th anniversary keepsake brochures were presented to members by Flotilla Commander Anne del Bello. The history of the local Auxiliary was related in speeches by Immediate Past District Commodore Bill Crouch, District Commodore Larry Richmond, and BMSC Jeff Patton of Coast Guard Station Destin and Commander del Bello. Nancy Kenaston, an original member of Flotilla 14 recalled pre-Station Destin days.



Bertram 28, Catherine II, was on standby at Station Miami Beach as part of a terrorist drill about 1983. "Note the VHF-RDF. One of the first in the Coast Guard, I believe," said owner Bill Petritz, Flotilla 14, Destin, Florida.

Flotilla 14 is in its 51st year.

The U.S. Coast Guard and U.S. Coast Guard Auxiliary Flotilla 14-7 worked together to participate in several St. Augustine, Florida, summer events. Expos containing boating safety information were located at both Camanchee Cove Yacht Harbor as well as the St. Augustine Municipal Marina. Vessel safety checks were offered at both locations in addition to the Vilano Boat Ramp. USCG response boats visited both locations and an Auxiliary patrol visited the St. Augustine Municipal Marina.

District 8 – Western Rivers

To help celebrate the 70th anniversary of the Auxiliary, the U.S. Army Corps of Engineers and the Iowa Department of Natural Resources (DNR) teamed up with Des Moines Flotillas 33-4 and 33-6 to make water safety fun by having a water safety beach party at Sandpiper Beach at Saylorville Lake. The event was designed to teach families with children about water safety in a fun way. Several activity stations provided enjoyment to kids both big and small. Kids and parents got to learn how to toss a throw bag to a person in the water at one station. At another, kids were fitted for a life jacket so they knew what size they needed. Kids also enjoyed the "Sink Fast" station where they learned what to do if their boat is sinking and how to react quickly. Finally, the Iowa DNR provided t-shirts for kids to design and make up with water safety themes. Over 50 children from central Iowa participated in the event. Brandon Butters of Flotilla 33-4 served as the Coast Guard Auxiliary Project Officer for the event. Auxiliarists Mary Kimmich, Jim Berry, Steve Johnson, Vic Voskans and Francis Meyrat participated.



Auxiliarist Jim Berry with the Corps of Engineers mascot "Bobber the Water Safety Dog" and Susan Stocker of the Iowa DNR during the Water Safety Beach Party. Iowa DNR photo used with permission.

District 8 – Coastal

City officials in Bogalusa, Louisiana, honored Captain James Montgomery, Eighth District Director of Auxiliary; Chief Warrant Officer David Mulford, commander of Station New Orleans; and Commander Edward Cubanski, commander of Air Station New Orleans, with the title of co-Grand Marshals of the 2009 July 4th parade. A Coast Guard truck towed a 25-foot response boat in the parade and the Coast Guard Auxiliary towed one of its patrol boats. A total of 1,300 coloring books were distributed to children along the parade route.

The recognition came about as a result of the Coast Guard's spectacular rescue of Jessie Powers from 330 feet above the ground after he suffered a heart attack while servicing a radio antenna near Bogalusa. After no local first responders were able to reach Powers an HH-65 helo was dispatched from Air Station Belle Chasse near New Orleans.

Just as there are concerns with rigging and masts when lowering a rescue swimmer on to the deck of a ship being tossed by heavy seas, the rescue helicopter made several passes surveying the scene. Guy wires stabilizing the tower could be negotiated, but the worker was under a dome that protected the radio



Co-grand marshal, Capt. James Montgomery, DIRAUX, Eighth District-Coastal Region tosses a treat to a young parade-goer on the 4th of July in Bogalusa, Louisiana. The Coast Guard was honored for its daring rescue of a local man from a radio antenna.

equipment from the weather.

"The locals could not believe how steady the pilot held the helicopter as the rescue swimmer was lowered towards the heart attack victim," Montgomery said. "They said it was like the helicopter was nailed to the sky above the tower, but what they don't know is that pilot is trained to hold the helicopter steady in 30-knot gusts."

With the helicopter hovering perilously close, the crew chief lowered the rescue swimmer to the proper height where he began to swing back and forth, gaining momentum and swing radius until he could swing under the dome and grab the tower.

The victim was secured to a stretcher and flown to a local hospital where he fully recovered.

District 9 – Central

Rick Ives, president of the National Association of Commodores and member of Flotilla 17-6, Lansing, Michigan, reported that a highlight of the summer in District 9 was the Michigan Senate passing Resolution 64, commemorating the 70th anniversary of the Auxiliary.

District 9 – West

The members of Division 9 in Southern Wisconsin gathered in Madison, Wisconsin, with the local chapter of the Navy League to celebrate the Coast Guard's 219th birthday with a day of education, fun and fellowship.

Organized by the Navy League, with the Auxiliary taking an active role, the day began with vessel safety checks on the docks of Lake Waubesa, and Auxiliary members talking about vessel safety and invasive species and providing tips on safely enjoying Madison's short boating season.

Inside, guests and members listened to Coast Guard Senior Chief Tom Rau (ret.), syndicated boating safety columnist and author, share his many experiences as a rescue responder and writer of humorous boating stories. His colorful, moving stories had the crowd

alternating between laughter and tears. Tom conducted hundreds of search and rescue cases over his 27-year Coast Guard career and is recognized nationally as a leading authority on boating safety and mishaps. He is a member of Flotilla 20-8, Manistee, Michigan.

The remainder of the evening was spent in fellowship, inviting members of the public to learn more about the role of the Auxiliary and the Navy League in promoting boating awareness and safety on the Wisconsin waters.

Said Command Master Chief Denny Behr (Navy ret.), president of the Madison Navy League Council, "Madison Navy League was pleased to work with the United States Coast Guard and the local Coast Guard Auxiliary to offer our community and its boaters an educational event with an emphasis on water safety. Thanks to an overall can-do spirit and

team effort, the event was successful – what a great way to celebrate the Coast Guard's 219th birthday!"



District 11 – South

The Ventura Maritime Museum at Oxnard, California, was the location for a celebration on August 1 for the Coast Guard's 219th anniversary and the Coast Guard Auxiliary's 70th anniversary. Guests included active duty from Coast Guard Station Channel Islands, members of Coast Guard Auxiliary Division 7, museum members and invited guests.

The Commander of Coast Station Channel Islands, Lieutenant William McGhee, gave a presentation on Coast Guard operations in Southern California. He acknowledged the Auxiliary's 70th anniversary and its efforts helping the Station succeed in its mission.

The museum presented the Station with a model of the USCGC Point Carrew.

The model depicts the ship, an 82-foot steel-hull cutter commissioned in 1970 that served at San Pedro, California, and finally at Station Channel Islands, Oxnard, California. In 1987 during a major storm she towed a sailboat and rescued five individuals from a sinking pleasure craft off Point Mugu.

Guests sang *Happy Birthday* and a large, delicious birthday cake was served.



Photo by Ron Sam, used with permission.

Left: Master Ship Builder Richard Walton; center, Ventura County Maritime Museum Executive Director, Bill Conroy; and right, Commander of Coast Guard Station Channel Islands, Lieutenant William McGhee. The museum presented a model of the USCGC Point Carrew to the Coast Guard.



Flotilla 3-13, Lihue, Kauai, set up a display at the Kauai Veterans Center

District 17 – Hawaii

Flotilla 3-13, Lihue, Kauai, held an open house at the Kauai Veterans Center. The program opened with Kauai veterans raising the flag and Miss Kauai Veteran, Dominique Pascua, singing the national anthem. This was followed by remarks from Kauai Mayor Bernard Carvalho, Jr. and special recognition to the crew of Coast Guard Station Kauai and its Auxiliary. The Center has a museum of WWII military vehicles which was supplemented for the occasion with Coast Guard Station Kauai's 25-foot response

boat and a safe boating exhibit by Kauai's Coast Guard Auxiliary. Annie Leighton and Larry Richardson joined Jim Jung in explaining the safe boating exhibit. Among the attendees were Lieutenant Gordon Hood, commander of the 87-foot USCGC Kittiwake, Lihue Mayor Carvalho and Councilman Tim Bynum.

In another event, ten members of Flotilla 3-15, six members of the newly organized Kauai Sea Scouts and families of the crew enjoyed a patrol circumnavigating the Island of Kauai onboard the USCGC Kittiwake on July 1. The sun shone brightly and the seas were flat. Lunch was provided in the galley while underway. 🌊



**THE NATIONAL COMMODORE
OF THE UNITED STATES COAST GUARD AUXILIARY**

Nicholas Kerigan
Email: nk7777@aol.com



October 1, 2009

Fellow Auxiliarists,

It gives me great pleasure to present results of the recently conducted Member Survey. Dante Laurino and Gail Venezio asked, and you answered, a series of questions relating to our missions, programs, and you, our members.

Here in the *Navigator* you will find the questions and how the membership responded indicating their levels. This data will also be posted on the National Personnel Department website for your perusal.

I have asked the National Executive Committee to determine how we can improve in the areas in which we are weak and get back to me with changes for improvement. We will continue to share member surveys with you and will listen and adjust to grow and remain the premier volunteer organization in the world.

I thank you again for your willingness to serve.

Semper Paratus

Nicholas Kerigan

Nicholas Kerigan
National Commodore



Leadership



Performance



Readiness



Member Survey 2009

This 2009 Member Survey is presented by the respective Chiefs of the Auxiliary Departments of Personnel and Training at the time: COMO Dante Laurino and Gail Venezio. A total of 5,774 members responded to the 2009 Member Survey.

Actual member comments include:
"I really appreciate what you have done for me. I have been an active Auxiliarist for more than 10 years, and this is the first time anyone has asked my opinion."
"When will we see the results? Whenever we do surveys, we never see the results!"

Special Note: there are five questions where the total response is more than 100%. This is because on those questions, the member was able to select more than one response to a question.

Number of Responses By District:

1st Northern	570
1st Southern	733
5th Northern	391
5th Southern	665
7th	881
8th Coastal	378
8th Eastern	248
8th Western Rivers	243
9th Central	217
9th Eastern	153
9th Western	261
11th Northern	380
11th Southern	365
13th	182
14th	26
17th	78

What is your gender?

Male:	4,894
Female:	877

What is your age?

17-25 Years:	77
26-35 Years:	164
36-45 Years:	402
46-55 Years:	1,055
56-65 Years:	1,905
66-80 Years:	1,984
>80 Years:	184

What is your ethnicity?

Black:	52
Hispanic:	107
American Indian:	56
Caucasian:	5,361
Other:	187

What is your education level?

<High School:	24
HS or GED:	461
Some College:	1,407
AA/AS:	612
BA/BS:	1,760
Masters:	1,272
Ph.D.:	448

What is your annual income?

<\$25,000:	350
\$25,000-\$49,999:	1,010
\$50,000-\$100,000:	1,827
>\$100,000:	1,010

What is your employment status?

Self-Employed:	966
Employed:	1,997
Retired:	2,835
Unemployed:	215

Has the current economy impacted your resources or the time you are available to dedicate to the Auxiliary and its activities?

Yes:	2,253
No:	3,016
Unsure:	498

What is your military experience?

Regular:	2,361
Reserve:	974
None:	2,895

How long have you been in the CG Auxiliary?

<1 Year:	410
1-2 Years:	776
3-5 Years:	1,284
6-8 Years:	1,010
9-10 Years:	485
11-15 Years:	643
16-20 Years:	448
>21 Years:	714

How much out-of-pocket money will you spend for uniforms or supplies for Auxiliary activities this year?

\$30-\$60:	696
\$60-\$150:	1,521
\$150-\$200:	1,340
>\$200:	2,210

Do you have a computer and/or internet access?

Yes:	5,749
No:	22

What type of aircraft do you own?

Single Engine:	232
Multi Engine:	54
No Aircraft:	5,485

What type of boat do you own?

Power:	2,913
Sail:	584
PWC:	234
None:	2,388

All members have an opportunity to be involved in our flotilla business?

Strongly Agree:	2,413
Agree:	2,381
Neutral:	501
Disagree:	209
Strongly Disagree:	169
Have No Knowledge:	98

I am satisfied with the missions in which I am now active

Strongly Agree:	1,478
Agree:	2,557
Neutral:	812
Disagree:	476
Strongly Disagree:	285
Have No Knowledge:	163

The Auxiliary provides good training for its programs.

Strongly Agree:	1,639
Agree:	2,713
Neutral:	743
Disagree:	429
Strongly Disagree:	195
Have No Knowledge:	52

My flotilla offers organized training programs.

Strongly Agree:	1,720
Agree:	2,415
Neutral:	798
Disagree:	473
Strongly Disagree:	275
Have No Knowledge:	90

My flotilla has good fellowship among its members.

Strongly Agree:	2,114
Agree:	2,315
Neutral:	786
Disagree:	282
Strongly Disagree:	200
Have No Knowledge:	74

My flotilla has jobs available for all its members

Strongly Agree:	2,042
Agree:	2,332
Neutral:	723
Disagree:	313
Strongly Disagree:	184
Have No Knowledge:	177

My flotilla actively encourages involvement of all members.

Strongly Agree:	2,425
Agree:	2,170
Neutral:	636
Disagree:	268
Strongly Disagree:	195
Have No Knowledge:	77

Information from my division is timely and accurate

Strongly Agree:	1,299
Agree:	2,360
Neutral:	1,175
Disagree:	484
Strongly Disagree:	317
Have No Knowledge:	136

Information from my district is timely and accurate?

Strongly Agree:	984
Agree:	2,206
Neutral:	1,411
Disagree:	599
Strongly Disagree:	372
Have No Knowledge:	199

Members in my flotilla get good information from National

Strongly Agree:	705
Agree:	1,863
Neutral:	1,772
Disagree:	638
Strongly Disagree:	394
Have No Knowledge:	399

What are your current qualifications?

IT	2,146
MI	203
VE	2,538
PV	916
CFVE	118
Crew	2,055
Coxswain	1,490
Pilot	166
Air Observer	290
AUXOP	1,033
ATON	881
Elected	1,592

BY JUDY DARBY,
Flotilla 42, Mandeville, Louisiana

PHOTOS BY CAL ESCHETE,
Flotilla, 44, Lafayette, Louisiana



Tending the lines and keeping watch, the crew tows in a disabled boat on Vermillion Bay, Louisiana.

WE ARE THE COAST GUARD

In the marshes of Louisiana

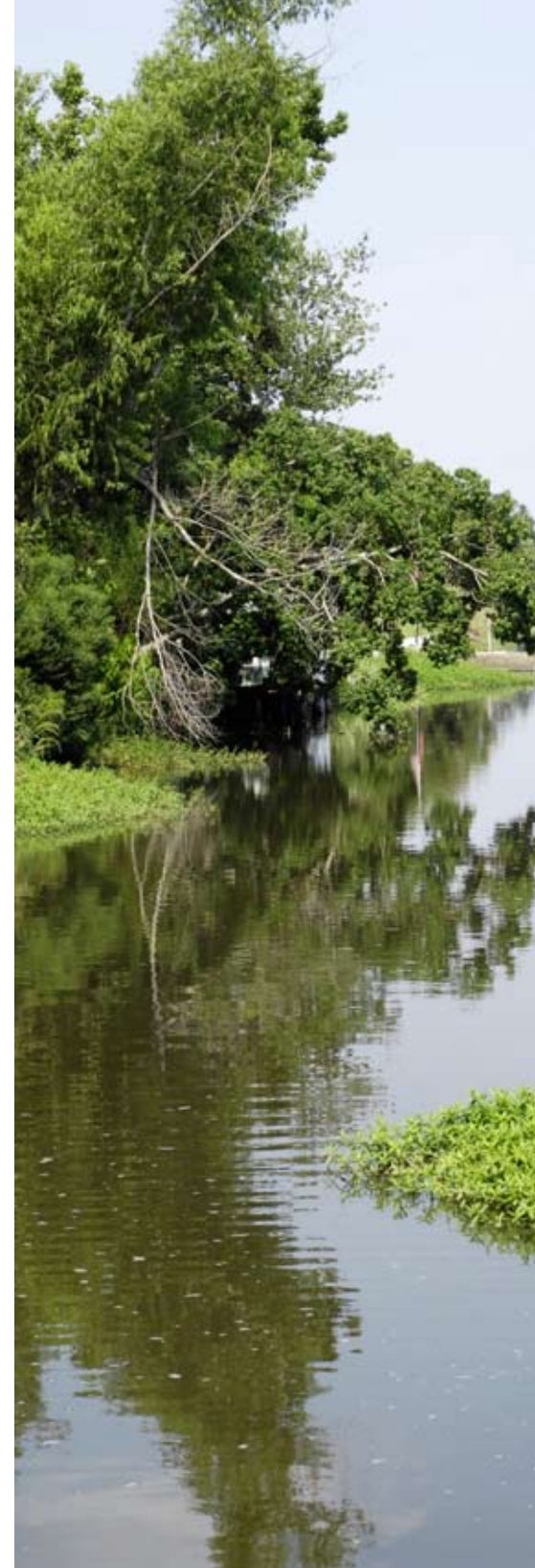
An hour south of Lafayette, Louisiana, La. 319 abruptly dead-ends at Cypremort Point on a sliver of marsh jutting between West Cote Blanche and Vermillion Bays. When the reds and specks are hitting in Southwest Pass and the seas are calm, the line to launch at Quintana Landing is long. That's when Tim Hale, Flotilla 44's new coxswain, Mike Clayton, Cal Eschete, and Jimmy Sibille grab their gear, hookup and head for the Point. In Flotilla 44's remote area of responsibility (AOR) this Auxiliary crew is the only search and rescue team to serve several thousand square miles of marshland. From Vermillion Bay to Point Au Fer, and the near coastal waters of the Gulf of Mexico, they *are* the Coast Guard. Chartered in October 2003, the team traveled 60 to 150 miles (to Baton Rouge, Covington, and Slidell, Louisiana) to train and qualify. "What a commitment they have made — very ambitious, and very proficient," said qualifier Bill Wellemeyer in May 2009

when Hale became the unit's first coxswain and Jimmy Sibille outfitted his boat as an Auxiliary patrol vessel. "Their orders come from Station New Orleans and the closest Coast Guard support unit is at Grand Isle — more than 100 miles away by air," Wellemeyer added.

On July 25, 2009, the flotilla performed its first patrol. Their investment in training paid dividends on that inaugural patrol. Coxswain and crew did not expect to come home heroes after that inaugural patrol, but they did.

In the morning the crew launched at Quintana Landing and after patrolling the launch ramp and beach area, they crossed Vermillion Bay to Southwest Pass at Marsh Island and headed out into the Gulf of Mexico. At 1400, Station Grand Isle called to advise that a storm was moving their way, so they headed back, reaching Quintana Landing at about 1445.

Near the end of their patrol, Sector New Orleans called with a report by the Iberia Parish sheriff that a boat had



lost engine power and was adrift. A cell phone call to the Iberia Parish deputy to obtain a description of the disabled boat and the number of people on board also yielded a passenger's cell phone number.

"The boat didn't have a GPS to give an accurate position," Hale said, "but they were in a gray 17-foot runabout and thought they were near Bayou Patout,



Photos by Judy Darby

The south Louisiana swamp.

six or more miles away in Vermillion Bay.

"Sector said to locate the disabled vessel and tow them back, so we headed for Bayou Patout. In the search area we spotted several boats that matched the description, but none was the disabled

boat. Since they did not have a signaling device either, they tried to describe their location and some nearby landmarks. We began moving more westerly and after searching about eight miles of coastline we finally spotted them up in the marsh in about one foot of water," Hale said. "We would have found them a lot sooner if they had had a flare," said Sibille, "but at least they had a working cell phone."

"One of the two onboard was seasick and deer flies were attacking both of them," said Hale. Working together, the Auxiliary crew pulled the boat out of the mud.

The wind and seas had built to 22 knots with a 2-3 foot chop, making it too rough to cut across the bay with a small boat in tow, and the patrol boat didn't have enough fuel to return to Cypremort Point. The Auxiliarists identified a landing south of Delcambre as the nearest safe harbor with fuel, so they towed the disabled boaters there.

"You won't find your average family cocktail cruisers out here," said Hale, "but serious shallow-water bay fishermen, blue-water sportfishers, commercial crew boats going back and forth to the oil rigs, tugs, pushboats, and commercial fishers. In a normal patrol we are required to stay within one mile of the shore of the actual Gulf, but you will see all those types of craft in our AOR."

Hale explained that search and rescue on the Louisiana Gulf Coast has unique challenges. "A guy who fishes the marsh regularly knows it well and doesn't see the need for a VHF or GPS, but if he gets into trouble he has no way to call for help. His cell phone is no good just eight miles south of Cypremort Point and that's not even across Vermillion Bay," Hale said. Clayton, Sibille and Eschete agreed that the most common problem for boaters is equipment failure.

The other major cause of a search and rescue is unfamiliarity with the area. "Mud flats and sandbars appear when the wind blows from the north; where your GPS shows solid land, you are looking at water; your GPS shows water, but in fact it may only be a few inches deep," said Clayton. Vermillion Bay is over 20 miles long and 10 miles wide, but the average depth is only about seven feet. "There are no trees and few structures or distinguishing landmarks in the bay or along the coast; it just appears as a vast grassy plain. When you are in the marsh, it all looks the same," said Eschete. "The guys we towed in thought

they were eight miles east of their actual location," said Hale. "The locations of crab traps change daily," he added, "and there are unmarked wrecks and obstructions everywhere that change location with every storm. Being able to read the water no matter what the chart says is critical to your own safety as a responder or a fisherman. The most important pieces of safety gear, after your lifejacket, which is mandatory, is a signaling device and a VHF radio. A VHF can definitely save your life," said Hale.

The right boat is important too. "Our boat is a 21-foot center-console Fishmaster," said owner Jimmy Sibille. "It's the right boat for our AOR, because we can run in 18 inches of water. It has a 200-hp engine and holds 72 gallons of fuel which lets us run back and forth across the bay, or spend hours searching for someone who's lost." "It also handles well in rougher water just offshore," said Hale. "VHF reception is good over a very long distance and a repeater at the flotilla's base in Lafayette enables us to keep open communication with Station New Orleans and Grand Isle."

Offshore oil rigs are important for both commercial and recreational fishermen. The rigs form a reef habitat that draw fish in abundance. "If someone reports on his VHF that the reds are hitting in the Marsh Island block, you'll have dozens of guys heading offshore into deep water in 17-foot flat-bottomed boats that should never leave the bay," Hale said.

"I grew up on the bayou," said Cal Eschete, "and it's a feeling of accomplishment to be able to do something I am good at and that I enjoy and know that at the end of the day there are some results. Our goal is to get more people trained because there's a lot of water to cover and there are just not enough patrols." Coxswain Hale explained that he and the crew underwent the training and qualification process and began patrolling, "just so we could be there in a time of need; to provide an overall safe environment so people can be out there enjoying" despite the hazards of the remote area and the perception of self-sufficiency that fosters a disinterest in radios, signaling devices, and other safety equipment. "The people wave to us and smile. They know we are there to help, not give them a ticket, and they appreciate our presence. It's a good feeling."

Modest words from modest volunteer heroes. 🌿

BACK TO HIGH SCHOOL

Who in their right mind would want to take 16 high school students for a boat ride? Flotilla 55 of Shell Knob, Missouri, that's who.

It began when the flotilla's public education officer, Bob Tippet, had an idea. He heard that every year the summer school class at Cassville in southwest Missouri, near Table Rock Lake, goes on a field trip. He suggested the Auxiliary's boating course to the school administrators. Cassville is a farming community where the typical boater on Table Rock is a retiree from Wichita, Kansas City, or Chicago. Young people generally do not have the money or the time to go boating. What kid would turn down a chance to go on a boat ride?

In February 2009 Flotilla 55 instructors taught *About Boating Safely* at Cassville High School in Cassville. It was a week-long course with a test at the end. The students heard all about boats, but it didn't seem real to them since they had never been aboard one. They wanted some hands-on experience. Tippet found the Auxiliary's program called On-Water Training and, after speaking with Ann Lockwood, Department Chief of Education, decided it would be a valuable reward each student could earn by passing the *About Boating Safely* test.

After the flotilla boat crews spent a day practicing crossing, passing, and overtaking maneuvers the boats were ready to rendezvous at 0700 at Big M Marina on Table Rock. Permission slips were collected and the kids were fitted with life jackets. They boarded the boats according to colored name tags and listened to a thorough briefing that included an explanation of safety and emergency procedures. They also learned the parts of a boat and how equipment aboard a boat is used.

Before getting underway, the students checked the engine room for leaks and gasoline fumes; they checked whether engine blowers were on and confirmed that all instruments worked. Then the dock lines were released and the instructors explained how to leave the dock safely at idle speed.

Sixteen students were aboard two Auxiliary operational boats with one demonstration boat and one boat for the flotilla's public affairs team. Lessons were taught by qualified Auxiliary instructors and each boat was manned by a qualified crew. The coxswains radioed one another to advise of the maneuvers they were about to perform. They demonstrated the proper way to



Above, summer school students get fitted for lifejackets.

Below, students learned to sniff for gasoline fumes and check for oil leaks before starting the engine.

meet another boat and pass to starboard, then they crossed from starboard and port. Proper sound signals were also explained.

"Man Overboard!" was the next lesson. The kids were taught to keep visual contact with the object in the water by pointing to it while the boat returned to retrieve it. Auxiliarists demonstrated anchoring and how to retrieve a stuck anchor. The last

lesson was on marine radio use. Frequencies were discussed and each student got a chance to talk over the radio to crew aboard the demonstration boat.

When the class was finished, the boats headed back to the marina where the kids and crews enjoyed box lunches provided by the high school. The excited youngsters talked about what a great time they had. It's true most of them won't ever own a boat, but if someday they go boating again they might remember what they learned. The summer school teacher at Cassville High, Bonnie Cox, was so impressed with the Coast Guard Auxiliary she decided to join. The event was so successful Flotilla 55 expects to repeat it with another group of high schoolers soon. ☺



Auxiliary patrol vessel
Joy Sea, coxswained by
Gene Olson, underway
with two guests from U.S.
Army Corps of Engineers
on the right at the stern.

RECIPE FOR TROUBLE

Keeping The Lid on **Canal Day**

Take about 400 recreational boats 20-45 feet in size and carrying over 1,000 boaters, cram them into a very small basin adjacent to a major commercial waterway, add a party atmosphere, hot weather and thunderstorms. Let the brew steep three or four days and you have the festival known as Canal Day in Chesapeake City, Maryland.

This annual event is held the last Saturday of June to commemorate the 1829 completion of the Chesapeake and Delaware Canal linking the Chesapeake Bay with Delaware Bay, thus shortening the distance for commercial shipping between Baltimore and Philadelphia by almost 300 miles. Canal Day began as a land-based festival, but over the last 15 years a growing number of boaters have begun converging on the city a few days before the festival, rafting up inside Engineer's Basin adjacent to the canal.

For several years, Auxiliary and active duty boats from

Station (Small) Stillpond and Station Curtis Bay had conducted routine patrols in the basin during the event's peak hours Friday and Saturday. In 2006, as the festival continued to grow, organizers requested that Sector Baltimore assist the stations by providing support during the planning sessions, followed by sustained on-site support and incident management during the event.

Canal Day is the largest annual event in which personnel of Sector Baltimore participate. In 2009, under the leadership of Lieutenant Josh Blocker, Chief, Incident Management, at Sector Baltimore, over 80 members of the active duty, Auxiliary and other partner agencies provided twenty-four-hour support for five days using an Incident Command System (ICS) with input from all participating agencies.

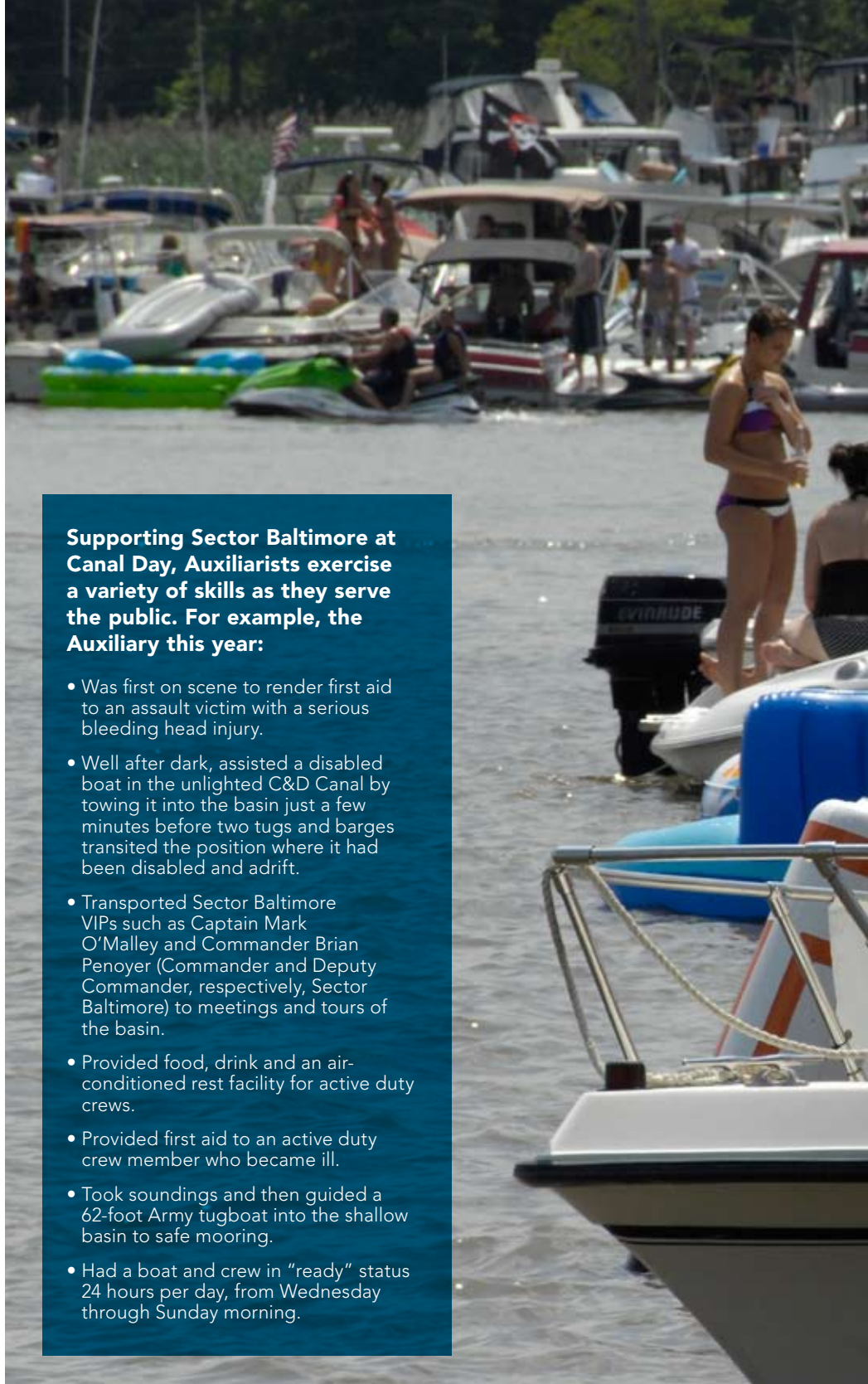
In late April, all stakeholders met in Chesapeake City to begin planning. Representatives from Chesapeake City's Canal

Day planning committee, local police, fire and other emergency responders, the Army Corps of Engineers (which owns the C&D Canal and Engineer's Basin) and personnel from Sector Baltimore, Station Curtis Bay, Station (Small) Stillpond and the Auxiliary attended.

Auxiliarists from Divisions 21 and 22 District 5 South, and Division 1 from District 5 North, working with the Coast Guard incident commander, began on-site activity on the Wednesday before the event, placing buoys within the basin to define the safe anchorage area. The layout allowed adequate room for patrolling Coast Guard boats and emergency access during the event. Auxiliary patrols were scheduled from 0800 through approximately 0200 the following morning. To comply with operational restrictions, Auxiliarists followed a staggered schedule. A moored operational vessel provided food, water and rest facilities.

The Auxiliary team had two distinct roles: one team, in larger Auxiliary boats, provided a picket at the east and west ends of the C&D Canal (which is less than 200 feet wide) to limit speeds of recreational boaters who were en route to the event or transiting the canal. They also alerted boaters to oncoming commercial traffic in the canal and assisted in keeping the canal clear of kayaks and other small boats. A second team of Auxiliarists in boats under 22 feet patrolled within the basin to ensure moored boats stayed within the established boundaries, to watch for hazards such as carbon monoxide exposure, and to provide whatever other services and support the incident commander needed.

Recreational boaters looking for prime anchoring locations began arriving on Thursday. Friday and Saturday the party intensified as more boats arrived to raft up in groups of up to 25 or 30. The great majority of participants behaved well and once anchored, stayed either on their boats or in the water. Active duty vessel boarding teams from Sector Baltimore rode aboard the Auxiliary boats and projected a law enforcement presence. As the weekend wore on and people swam, paddled their inflatables and drove their PWCs, it became increasingly hazardous for both active duty and Auxiliary boats to navigate within the basin. Whole rafts of boats shifted on their anchors with changes in the tide and wind. By noon on Saturday, it



Supporting Sector Baltimore at Canal Day, Auxiliarists exercise a variety of skills as they serve the public. For example, the Auxiliary this year:

- Was first on scene to render first aid to an assault victim with a serious bleeding head injury.
- Well after dark, assisted a disabled boat in the unlighted C&D Canal by towing it into the basin just a few minutes before two tugs and barges transited the position where it had been disabled and adrift.
- Transported Sector Baltimore VIPs such as Captain Mark O'Malley and Commander Brian Penoyer (Commander and Deputy Commander, respectively, Sector Baltimore) to meetings and tours of the basin.
- Provided food, drink and an air-conditioned rest facility for active duty crews.
- Provided first aid to an active duty crew member who became ill.
- Took soundings and then guided a 62-foot Army tugboat into the shallow basin to safe mooring.
- Had a boat and crew in "ready" status 24 hours per day, from Wednesday through Sunday morning.

was evident to the incident commander that the basin was becoming dangerous and, under the authority of a Regulated Navigational Authority for Canal Day in the Code of Federal Regulations, closed the basin to additional boats. This status change meant the Auxiliary boats on picket duty in the canal were reassigned to blockade duty to help

enforce the basin closure. Auxiliarists marshaled a great deal of tact and diplomacy in this assignment, having no authority to actually enforce the basin's closure. The smaller boats continued their patrols within the basin, working into the late hours of Saturday and the early hours of Sunday, long after the departure of all other support boats



Auxiliary patrol vessel with Ken Peregoy on watch and George Hagerty in the coxswain's chair.

USCG photo by PA3 Brandyn Hill.

except one Coast Guard response boat. On Sunday morning, after most of the participants had left, Auxiliary units retrieved the mooring buoys from the basin.

Canal Day 2009 was a success for both recreational boaters and Sector Baltimore. A total of five Auxiliary vessels with 22 Auxiliarists on patrol over

the entire period supported Sector Baltimore proving their ability to work effortlessly and seamlessly alongside their active duty teammates. Auxiliary operational vessels included those of owners Les Turner, Flotilla 21-5 Chesapeake City, Maryland, and Ken Peregoy, Flotilla 21-4 Chestertown, Maryland; coxswain Don Merrill,

Flotilla 14, Middle Newark, Delaware; and coxswains Alan MacKinnon and Jeff Patrick, Flotilla 21-4, Chestertown, Maryland. Involved in planning were: Larry Smith, Flotilla 21-8, Northeast, Maryland; Gene Olson, Jeff Patrick and George Hagerty. Larry Smith is also on the Chesapeake City Canal Day planning committee. ⚓

2010 Conference in Scottsdale

The 2010 National Conference (NACON) will be held the week of August 24, 2010, at the J.W. Marriott Camelback Inn in Scottsdale, Arizona. Coast Guard Auxiliary members from throughout the United States and counterparts from other nations will gather in Scottsdale to learn about new techniques, share ideas, and reward those who have excelled. 2010 is also an election year when a new National Commodore and Vice Commodore will be selected.

THE COMMANDANT'S MESSAGE TO NACON

The important things that will endure and provide us continuity — the things that will ensure the watch is stood — the Coast Guard Auxiliary is already doing. — Admiral Thad Allen, Commandant of the Coast Guard

It's an honor to be here tonight. I've worked with Nick Kerigan over the last year as we both proceeded with modernization. I want to publicly thank Nick for his leadership. I also want to thank all of you for your leadership, your innovation and foresight. You understand the power of creating an organizational structure that can be more responsive to mission support and mission execution. When we look at the innovations that are taking place - whether the Citizen's Action Network in the 13th District, the linguists you are providing all over the world, or your food service folks—there is nothing that we request that you won't do, and the only things you don't do are the things we didn't know you were capable of or forgot to ask.

In a modernized Auxiliary, you have a better alignment from the flotilla through the sector, up to the district and now at a national level, to better identify those skills and talents the Coast Guard needs. This is especially critical in a budget-constrained environment. It puts you in a place where your passion, skills, and talents can be brought to bear for this country. You have never been more needed and more relevant than you are right now.

As I said to senior leadership earlier today, the Coast Guard is facing a very, very uncertain budget future. In fact the entire nation is. It's comforting to know that in the past when we have needed an operational support some place, whether it's the local operations that sprinkle the Great Lakes during boating season, the operation at Whittier, the outreaches of Alaska, the Yukon River, the Auxiliary has always stepped forward. You have provided us presence, operational capacity, and response capability that we could not always provide with our current force. I can tell you that you will be needed more in the next several years as we come to grips with the national debt in this country. As we look for efficiencies and how to best operate the Coast Guard, it is no secret to anybody that the best value is the Auxiliary. I think the opportunities for you are not endless, they are infinite. It's just a matter of finding out what you do, what you want to do, and matching that up with what we need. Commodore Kerigan and the senior leadership have positioned the Auxiliary to step forward and say, "Here's a way we can help," and I can tell you, we will need it.

As I sit here this evening looking at a modernized Auxiliary,



I realize we, the Coast Guard, don't have a piece of authorizing legislation. You are leading the way; we have to catch up with you. With some help from Congress we will. The Coast Guard is looking for legislation that will allow us to re-title the Pacific Area Commander as FORCECOM and the Atlantic Area Commander as OPCOM, upgrade the Deputy Commandant for Operations to a three-star admiral, rename the Chief of Staff to the Deputy Commandant for Mission Support, and elevate the Vice Commandant to a four-star rank, making that position equitable with our sister services.

While that will happen at its own legislative pace, I am committed to moving forward as far as our legal authority allows. There is commitment to modernize throughout the Coast Guard. We understand what needs to be done and we understand we are moving into an uncertain future. You will be a critical part of that, and having modernized, you are actually leading the way for the rest of the Coast Guard. That's a great place for you to be.

I ask you to think about a couple of things as you close your conference. As I said, we are in a time of uncertainty. I think

A FIRST-TIMER AT NACON

BY NAVIGATOR EDITOR JUDY DARBY

The 2009 NACON was a first for me in several ways. It was the first time I attended an event outside my own flotilla, the first time I met my Department Chief, the first time I saw the suburbs of Chicago, and on and on. I'm a convention junkie and I love a good trade show, especially if it has anything to do with boating or reporting, so I was excited to learn that the job of the public affairs team was to report the entire event from gavel to gavel. As the rookie editor of the *Navigator*, my job was to simply meet everyone I could, watch the action, and learn as much as possible about the Coast Guard Auxiliary. In full disclosure, I should admit that before my appointment, I was not the most involved member. I don't recall reading any part of the AUXMAN, I was always too busy for a boating course, and I reluctantly attended only a few flotilla meetings over two years. For such an underachiever to land as the *Navigator* editor is another story, but the truth is, that except for a very excellent experience at the AUX12 C-school, I had virtually no contact except by phone and email with any Auxiliarist outside my own flotilla. So I went to Chicago a blank slate armed with a Nikon, a notebook and a digital voice recorder. My assignment was to observe and learn; to find out what's so great about NACON and report to you why you should plan to attend the 2010 NACON in Scottsdale.

Why should you plan to attend the 2010 NACON in Scottsdale? What's so great about NACON?

It's meeting the person on the other end of the phone who you pictured as short, stout and foreign, and seeing that he is actually very tall and from Milwaukee;

It's hearing about the state of the organization directly from those who steer it;

Realizing it's bigger than your flotilla, division, or district;

Realizing its reach is wider than even the borders of the United States;



Photo by Mel Borofsky.

we have a few years where things will be unsettled. First, we had the change of administration, then a new Secretary of Homeland Security, and we are about six months from my successor being chosen. The important things that will endure and provide us continuity – the things that will ensure the watch is stood – the Coast Guard Auxiliary is already doing. As you know, we introduced the Guardian Ethos over the last couple of years. You embody it. You are able to translate it at the grassroots level in your local communities and we are grateful.

One of the great things that distinguishes us from the other services is that we don't have to deploy to execute our mission. We execute our missions where we live, where we coach soccer,

and are part of the PTA. The incredible link between the Coast Guard and the community – the thing that makes that bond so strong and makes us so valuable to the community – is the fact that the Auxiliary doesn't move. The Auxiliary is the symbol of continuity.

Remember that you represent intellectual capital, competency, skill, and continuity that we cannot do without in this stage of dramatic change. The extraordinary value you bring to the Service shouldn't be underestimated. To the extent a Commandant and the men and women of the Coast Guard can recognize you for what you do every single day and the incredible value you bring to the country, I'm here to tell you, we couldn't do it without you.

Thank you and *Semper Paratus*. 🌟

What's so great about NACON? A photo op with the Commandant.



Photo by Bill Coby, Flotilla 38, St. Louis, Missouri.

It's learning about changes even before your shipmates back home read it on SITREP;

Attending a workshop given by the person who is on the national leadership team for the program;

Trying on an AUX shirt before you buy the wrong size;

Bumping into an admiral in the restroom—and hearing her thank you for your service;

Shopping for a new product manufactured by a corporate partner;

Finding out at dinner that a guy you worked with for years who lives 2,000 miles away is the neighbor of someone on your PA team;

Enjoying a mystery drink the Alaskans call Moose Milk;

Having a District Chief of Staff who really gets it, explain it;

A photo op with Thad Allen;

Saying “Good morning” to a sweaty Thad Allen as he walks out of the gym in his shorts;

Meeting a new DIRAUX who's looking for a way to reach boaters in an area underserved by the Auxiliary and knowing exactly who to introduce him to;

Recruiting for your team;

It's seeing your fellow Auxiliaries dressed up as gangsters on Fun Night—then in dinner dress uniform the following evening;

Brainstorming ideas over lunch with four people who didn't plan to share a table, but are now really glad the grill was crowded;

Never having to say or hear, “No comment;”

It really is the best way to bond;

Getting at least one statistic you can remember: “For every one dollar invested in the Auxiliary, \$11 in effort is returned by the volunteers.”

Navigator magazine doesn't give advice, but this newbie suggests that if you are reading this and wondering, “What's in the Auxiliary for me?” pick up the AUXMAN and turn to Appendix M, the list of acronyms. Read down the definitions list; it is also a pretty complete list of the opportunities available to Homeland Security volunteers. When it's time to stop you'll know it. The Coast Guard truly does have a need for every skill, for every interest, for every volunteer who ever said, “I want to make a difference.” As Peter Raiswell, District 13 Chief of Staff, advises, “Involve yourself. The hardest thing to do is shift a member's perception from the flotilla to a division position, from the district to an area position. But, when you make that transition doing the things you are interested in, you like and are good at, you'll be rewarded.” There's no place like NACON to truly appreciate the depth and breadth of our Auxiliary. 🌀

INTERNATIONAL VIP GUESTS

From around the globe our international partners came to NACON in 2009. Hosted by the Auxiliary's International Affairs team under the leadership of **Commodore Everette Tucker**, the VIPs were welcomed at a morning workshop and later met at area breakout sessions. Fun Night provided fellowship and plenty of time to network and on Saturday evening they were seated front and center at the Commodore's Banquet.

International guests included **National Commodore Ray Campbell** and **Vice Squadron Commander Barry Cordwell** of the Australian Volunteer Coast Guard Association.

From Canada came **Malcolm Dunderdale**, president and chairman of the National Board of Directors Canadian Coast Guard Auxiliary; **Gary Endicott**, president Central and Arctic Region; **Ted Smith**, president Quebec Region; and **Anthony Gardiner**, past Chief Commander, Canadian Power and Sail Squadrons.

From Curacao, Netherlands Antilles, came **Adriaan van der Hoeven** and **Curd Evertsz**, president and vice president respectively of the Citizens Rescue Organization.

Attending from New Zealand was **Bruce Reid**, Chief Executive Officer Coast Guard New Zealand.

NACON also welcomed **Commander Jose Isaga**, aide to **Admiral Wilfredo Tamayo**, Commandant of the Philippine Coast Guard; also, **Vice Admiral Eduardo Alvarez**, national director Philippine Coast Guard Auxiliary; **Rear Admiral Higinio Mendoza**, **Commodore Joseph Dy** and **Commander Vanessa Garon**; and **Commodore Harold Wolf**, national commander, International Affairs Directorate.

United States partners in attendance included **David Chomeau**, Treasurer, Association for Rescue At Sea; **Creighton Maynard**, Chief Commander, U.S. Power Squadrons; and **Lieutenant James Vandervort**, U.S. Navy.

Bringing Teamwork to the Table

This year marks the 70th anniversary of the United States Coast Guard Auxiliary and its working relationship with the Coast Guard. To honor the anniversary, three woodworking Auxiliarists, John Mill, Flotilla 33, and Robin Wells and Ron Simon, Flotilla 62, Kilmarnock and Deltaville, Virginia, respectively, collaborated to design and construct a new chart table for CG Station Milford Haven, Hudgins, Virginia.

"I am the operations officer for the station's Operations Support Team consisting of members of the Auxiliary from Divisions 3 and 6," said John Mill. "I was talking to Chief Petty Officer Matthew Welsh one day when he mentioned that he would really like to have a better chart table and was there anything I could do. I told him I was a woodworker and might be able to put together a plan. He said he would buy the materials, so I put out a call and located two other woodworkers from Flotilla 62 in Deltaville who agreed to help.

"I made some sketches based on a Craftsman-style table in one of my magazines and the three of us discussed it



Left to right: John Mill, Robin Wells, and Ron Simon completing CG Station Milford Haven's new chart table.

with the Chief. After getting the go-ahead, I turned my sketches into CAD drawings based on the sizes of charts the station used and we divided up the work – I did the basic structure, Ron Simon did the tops, and Robin Wells did the drawers and chart-storage cubbies.

"Our biggest problem turned out to be finding quarter-sawn white oak," Mill continued. "After we spent a couple of months searching, Robin got wind of an Australian company in Warrenton, Virginia, about three hours away, that carried all kinds of exotic woods as well as the oak we needed. I ordered it and Robin and I picked it up. [Note: In quarter-sawn white oak, the boards are sawn perpendicular to the growth rings, exposing what are called "medullary ray flecks" that give it its unique appearance]. "After a couple of months of working individually, we got together for a

dry fit of all the parts, then each did the finishing with a very light stain and several coats semi-gloss polyurethane for durability. On July 15 we met at the station and did the final assembly. We had a nice lunch and the chief surprised us with a couple of very nice brass plaques for the table, one commemorating the Auxiliary's 70th anniversary, and one with our names on it.

"About two weeks later, Admiral Wayne Justice, the new commander of District 5, visited the station and we got to show off our project again.

"In all it was a very satisfying experience and a great show of inter-divisional cooperation. There have been various estimates of the hours we put in, but I think it was probably about 600," Mill said.

"We had an old, steel chart table, out of date and not very nautical," said Chief Welsh. "This new table will remain part of the station forever, long after we're all gone. It's something the station crew and the Auxiliary can be proud of. It commemorates the value of Team Coast Guard, the active duty and the Auxiliary working together, along with our civilians and reservists," Welsh continued. "The Auxiliary plays a major role in operations at Station Milford Haven and within its area of responsibility," Welsh said. "They keep a boat and crew at the station on standby during busy weekends and they provide chefs from the AUXCHEF program to help feed the station's crew. Auxiliarists also stand regular watches at the station, allowing crew members time to keep up with training and operational requirements. We couldn't do our job without them," Welsh said. 🌀



Chief Matthew Welsh (OIC), Robin Wells, John Mill, Ron Simon, BM1 Gonzales (XPO).

Awards Honor The Best of the Best

U.S. Coast Guard Meritorious Team Commendations

Fit to Float Marketing Promotions Team, the Flotilla Leadership Course Development Team, the Intermediate Course Development Team, the 2008 National Search and Rescue Competition Management Team, and the Shipboard Deployment Guide Team.

The Eagle Award: Recreational Boating Safety Award of Excellence from the U.S. Coast Guard

Atlantic-East – Lillian Haines, District Officer-Vessel Examinations, Flotilla 24-1, Branford, Connecticut.

Atlantic-West – Frank Dannenberg, District Officer-Public Affairs; Flotilla 74, San Antonio, Texas.

Pacific – Peter Kyryl, Division Officer-Marine Safety, Division Officer-Member Training, Flotilla 67 Officer-Program Visitor, Santa Cruz, California.

Auxiliarist of the Year – Marilyn Leonard, Flotilla 42 Sequim/Port Angeles, Washington.

**The Boating Manufacturers Recreational Boating Safety
Auxiliarist of the Year** – Chris Todd, Flotilla 6-11, Miami Beach, Florida.

Flotilla of the Year – Flotilla 65 of District 1-North.
The award was presented by Ms. Ruth Wood, BoatUS, and was accepted by Flotilla Commander Warren L. Washburn, Jr. for the flotilla.

Chart Updating Awards

District award for the most members submitting reports – District 5-South.

The award for the greatest amount of credit points awarded – District 1-North.

Flotilla award for most members submitting reports – Flotilla 12-2, District 5-South.

The award for the individual member with the greatest number of credit points – James Duncan, District 11-North.

The award for the individual member with the greatest number of credits applied – Frank Larkin, District 1-North.

Department of Vessel Examinations

Vessel Safety Checks winner: – Flotilla 12-24, District 11-South.

Runner-up – Flotilla 63, District 7.

**Recreational Boating Safety Visitation Program
winner** – Flotilla 42, District 13.

Runner-up: Flotilla 20-1, District 9-West.

Best Auxiliary Websites of 2009

District

First place – District 17, Alaska;
<http://a170.uscgaux.info>.

Runner-up – District 11-North, Northern California, Utah, Nevada;
<http://www.d11nusgaur.info>

Division

First Place – District 1-North, Division 11, Cape Cod and the Islands, Massachusetts;
<http://a01311.uscgaux.info/>.

Runner-up – District 7, Division 11, West Central Florida; <http://a07011.uscgaux.info/>.

Flotilla

First Place – Flotilla 11, District 11-South, San Diego, California;
<http://a1140101.uscgaux.info/>.

Runner-up – Flotilla 14-8, District 7; Jacksonville, Florida,
<http://a0701408.uscgaux.info/>.

The Department of Public Affairs winners of the Public Affairs Contest – four categories

PHOTOGRAPHY

Operations – Joseph Giannattasio, Flotilla 82, Cape May, New Jersey.
On watch during a patrol in Cape May Canal.





Public Education – Jerri A. Smith, Flotilla 15-5, Saginaw, Michigan. Past District Commodore Bob Colby, teaches the bowline knot during a boating safety class.



Public Affairs
– Joseph Giannattasio, Flotilla 82, Cape May, New Jersey. Coast Guard Auxiliarists from Flotilla 82, Cape May, conduct their annual Memorial Day Flower Boat ceremony on the beach with the color guard from the USCG Training Center.



Fellowship – Harry E. Bruno, Flotilla 86, District 7, Venice, Florida. CG Station Cortez, Bradenton, Florida, Auxiliarists and active duty enjoy a cook-out with plenty of fun and fellowship.



Marine Safety and Security – Noreen Folkerts, Flotilla 11, District 17, Juneau, Alaska.

Spring officially arrives in Juneau when the seasonal buoys are set on the Mendenhall Bar by the small boat team of the CG Buoy Tender Elderberry. On April 1, 2009, in order to speed the process and complete the task in one tide cycle, the smallest craft of the Juneau flotilla assisted by towing the buoys up the bar for the team. Auxiliarist Dan Logan makes his way up with one of the buoys.



Recruiting – Joseph Giannattasio, Flotilla 82, Cape May, New Jersey. Auxiliarist Judy Dempsey completes new member applications for Linda Tomasello and James McClellan.



Vessel Examination – Chris Todd, Flotilla 6-11, Miami Beach, Florida. Vessel Examiner Felipe Pazos, Flotilla 6-11, Miami, conducts a complimentary Vessel Safety Check at Pelican Harbor boat ramps.

PUBLIC AFFAIRS PROJECTS

District Winner (Joint Award)

The Dan Marino Project, National Safe Boating Week produced by William F. Hanlon, Flotilla 31, Hollywood, Florida, and Christopher M. Todd, Flotilla 6-11, Miami Beach, Florida.

National Football League (NFL) Hall of Fame Quarterback Dan Marino served as the honorary spokesperson for the U.S. Coast Guard Auxiliary's 2009 NSBW campaign across the entire Seventh Coast Guard District. Mr. Marino, quarterback for the Miami Dolphins for 17 consecutive seasons, held 25 NFL records at the time of his retirement and has since become a media star and philanthropist.

Mr. Marino's credibility, combined with the tragic March 2009 USCG SAR case off the west coast of Florida related to the loss of NFL players Marquis Cooper and Corey Smith, and Will Bleakley, made this a perfect time from a public affairs standpoint to associate a prominent NFL player with the cause of recreational boating safety.

Miami High School was chosen as the location to film public service announcements focused on National Safe Boating Week and recreational boating safety. The initiative resulted in the production of:

Fifteen versions of audio PSAs promoting recreational boating safety,

Assorted 30 and 60 second video PSAs promoting National Safe Boating Week,

Assorted 30 and 60 second video PSAs promoting recreational boating safety,

Assorted 30 and 60 second video PSAs promoting the USCG Auxiliary.

The PSAs featuring Dan Marino con-



Roll 'em! NFL legend Dan Marino and NSBW officer Bill Hanlon, District 7, Miami, look over a teleprompter loaded with scripts as Marino prepares to read PSAs promoting safe boating.

tinue to be distributed both regionally and nationally throughout the U.S. Coast Guard, Auxiliary, media outlets and our partner organizations.

To raise awareness of the start of the 2009 National Safe Boating Week campaign, a news brief featuring Mr. Marino, U.S. Representative Ileana Ros-Lehtinen, Rear Admiral Steve Branham (USCG District 7 Commander) Commodore Donald Frasch (District 7), representatives from the Florida Fish and Wildlife Commission, and other partner agencies was held at USCG Station Miami.

Florida Department of Transportation displayed the safe boating message, "TRAILER YOUR BOAT SAFELY, CHECK

TIRES, BRAKES, AND LIGHTS" a minimum of two hours per day on each of more than 300 digital highway signs scattered throughout the State.

Public tours of the USCG Cutter Diamondback were given at Bayside Marketplace in downtown Miami.

Recreational boating safety messages were displayed from the Goodyear blimp *Spirit of Innovation*.

Muvico Entertainment, a chain of premium, megaplex motion picture theaters operating 154 screens in Florida, California, and Illinois, ran Marino PSAs in its theaters resulting in over 1,000,000 patrons being exposed to the PSAs, according to Muvico.

PUBLICATIONS AWARDS

District Winner

The Breeze; Editor Dorothy J. Riley, Flotilla 79, Tampa, Florida



Division Winner

The First Line; Editor Patricia A. Salotti, Flotilla 11, Bellingham, Washington



Flotilla Winner

The Excelsior; Editor Noreen K. Folkerts, Flotilla 11, Juneau, Alaska



Flotilla Winner

T-shirt and water safety campaign during National Safe Boating Week, produced by James O. Powell, Flotilla 63, Poquoson, Virginia.

In late March 2008 Flotilla 63 was awarded a grant from the National Water Safety Congress for \$1350.00 to cover the cost of 300 child-sized t-shirts with the phrase "I GOT CAUGHT WEARING MY LIFEJACKET BY THE COAST GUARD AUXILIARY FLOTILLA 63." Volunteers then put a t-shirt, a class schedule for their boating safety class, safe boating literature, state and federal requirement pamphlets, and a summary of the Virginia State Boater Education law which was to take effect July 1, 2008, into plastic bags from America's Waterway Watch and distributed them to coxswains and vessel examiners. The bags were handed out by patrols and at public ramps and local marinas during vessel safety checks during National Safe Boating Week.



Division Winner

Welcome Aboard the *Elmore*! produced by Loretta Rindal, Flotilla 48, North Kitsap, Washington.

Launched in 1890, the steam vessel, *Elmore*, carried up to 50 passengers and forty tons of freight twice a week between Astoria and Tillamook, Oregon. The trip entailed successfully crossing the very dangerous bars of the Columbia and Tillamook Rivers. In 1898 she ferried freight and passengers from Seattle to Alaska in the rush for Yukon Gold.

Owned by Dee and Sara Meek since 1990, the *Elmore* is an operational facility of the U.S. Coast Guard Auxiliary and is used on patrols and in training exercises with the Auxiliary, the U.S. Navy and the Canadian Coast Guard.

The charm of this 119-year-old tug is certain. Just ask the folks who came aboard during the three-day Port Townsend Wooden Boat Festival in 2008.

Over three dozen Auxiliarists from around Division 4 covered eight watches, greeting guests and sharing the history of the *Elmore*. Guests signed up for boating safety classes while others signed up to learn more about the Auxiliary.

This division-wide effort to produce a public awareness event which spotlighted Auxiliary members and their mission succeeded in its goal to sign up guests for boating safety classes and membership informational material.



VIDEO AWARD

National Winner

Jay M. Prior, Flotilla 12-3, Point Allerton, Massachusetts

Collection

Training session at Point Allerton, Hull, Massachusetts.

STORY BY ERIC GLASSCOTT,

Flotilla 10-1, Beaufort Jasper, South Carolina

PHOTOS BY TOM CHRISTIAN AND MARY TARZWELL,

BASRA, used with permission

Below, a BASRA volunteer demonstrates water safety equipment on young boaters. Right, Justin Snisky and son show off *Inky the Whale* coloring books.



BASRA and the Auxiliary

Supporting recreational boating safety education in the Bahamas

Scattered over 5,000 square miles of ever changing blue, azure and turquoise sea, the Bahamas' 29 islands and over 660 cays present a challenge to maritime safety officers and volunteers. To answer the need, the Bahamas Air Sea Rescue Association (BASRA) was formed in the early 1960s as a nonprofit volunteer organization. Its headquarters are in Nassau; two other stations are located on Grand Bahama and on Abaco. Mariners in the Bahamas are protected by these three stations, the Royal Bahamas Defence Force and U.S. Coast Guard. BASRA has one full-time administrator, who also carries out watchstanding duties at headquarters on weekends. Under the leadership of Commodore Richard Parker, volunteer teams maintain coverage at the police

control center in the evenings and volunteer captains and crews are on duty at all times.

The Commonwealth of the Bahamas also provides tremendous challenges for boating education. In July 2003 the U.S. Coast Guard Auxiliary became involved in the Bahamas when Commodore Everett Tucker coordinated the first boating safety classes there and recognized BASRA as an "Honorary Unit" of the U.S. Coast Guard Auxiliary, dedicated to saving the lives of distressed seamen and airmen in the Bahamas. Using *America's Boating Course* and its accompanying lesson plans, Richard Clinchy and Commodore Robin Freeman, then Chief and Deputy Chief-Education, conducted the classes.

The youth program was successfully

started three years ago when a member of BASRA, Justin Snisky II, expanded the water safety instruction curriculum to include on-the-water instruction. The children go on a ride in the rescue vessel to see a demonstration of the safety equipment and procedures and learn that operating a boat safely can be fun. Lessons cover the importance of life-jackets and how to properly fit them; how to use channel 16 on a VHF radio as an emergency hailing and distress frequency; how to read a compass and GPS; chart plotting (electronically and manually); how to use safety equipment such as a flare gun and hand flares, signaling mirrors, whistles, rescue helmets, strobes and flashlights; how to tether lines in rough seas; and the importance of the buddy system.

Each year approximately 200 kids from local schools, churches, and the Salvation Army attend on-the-water boating safety classes lasting approximately one to two hours, depending on their ages. They start at an incredibly young age of only four years old and continue to age sixteen. The kids' favorite is the man overboard drill. In the first demonstration, Snisky goes overboard without his lifejacket. The captain drives off a short distance and the children see just how difficult it is to locate a person in the water. The second time Snisky goes in wearing a lifejacket and the children see how much easier it is to find the person.

In another demonstration, instructors explain the importance of never jumping overboard to retrieve a person, but rather to have a pole, paddle or rope to pull the person in the water back to the boat. Back at the dock, when all kids have answered a question about something that was covered during the drill, they are given a small reward such as a t-shirt.

No fees are charged for the training. Certificates are handed out during a discussion session, and as Justin and his fellow instructors Tom Christian, D'Von Archer, Rod Lowe and Robert Tarzwell say with great enthusiasm about the program, "It works!"

With the assistance of Elaine Sevin, assistant director of the *Officer Snook* water pollution program, the Auxiliary recently provided BASRA with activity books such as *The True Story of Inky the Whale*, the *Officer Snook* coloring book and *Officer Snook's Future Boaters and Environmental Guide*.

Relationships between the Auxiliary and its international search and rescue (SAR) sister organizations are domiciled in the International Affairs Directorate, whose strategic goal is to help establish and strengthen volunteer SAR organizations so official entities can focus on law enforcement, port security and drug and illegal alien interdiction. Currently the Directorate is assisting the establishment of volunteer SAR organiza-

tions in Barbados, the Dominican Republic and Belize. These projects are funded by the U.S. Southern Command (SOUTHCOM). There are also practical initiatives taking place at the present time, including a pilot "Float Plan" project for Jamaican subsistence fishermen, simple VHF antennas for extending the range of distress calls and the provision of lifejackets to volunteer SAR organizations.

The various official and volunteer Caribbean SAR organizations have a group website at carsar.cgau.org, which covers in detail the CAR-SAR goal: "To reduce maritime risk within the Caribbean community by bringing together the appropriate government agencies and the currently twenty-six volunteer search and rescue organizations within the Caribbean, to establish vigorous programs directed at the prevention of maritime accidents and terrorist events, and to respond to maritime emergencies, terrorist events or natural disasters." 🌀



A class of young boaters at BASRA headquarters on Grand Bahama Island.

STORY BY KAREN H. NOVO,
Flotilla 10-8, East Valley, Arizona

CAN YOU HEAR ME NOW?

A photograph of a boat with a grey canopy on a river. Two men are visible inside the boat. The man on the left is wearing a black cap, a red life vest, and a black shirt, and is holding a radio to his mouth. The man on the right is wearing a black cap and a red life vest. The background shows steep, rugged mountains and sheer cliff faces. The sky is blue with some clouds.

Steep, rugged mountains and sheer cliff faces make radio communications difficult or impossible on Arizona lakes. Testing the new communications equipment are helmsman Chris Harshfield, crewman Richard Crane at the stern, and Coxswain Bud Gothann, on watch.

Photo by Crewman Brett Bigelow



The radio room at Auxiliary headquarters, Lake Pleasant.

IT'S GETTING EASIER TO COMMUNICATE ON ARIZONA LAKES

Division 10 of the Eleventh District Southern Region, whose members patrol Lakes Saguaro, Canyon, Roosevelt, Pleasant, Bartlett, and Powell, has enhanced communications with two new tools. The first is the installation of repeaters, acquired through the efforts of Commodore Mike Johnson, to improve radio coverage in the sharp, mountainous terrain of Arizona. The second is a new grid identification system that is expected to streamline radio communications and reporting accuracy. It was developed by Division 10 Commander Bud Gothann.

Bud Gothann explains, "Division 10 patrols the Colorado River and lakes with many coves and canyons that seal off radio communications. The new repeaters will allow us to reach areas we have never been able to reach through normal VHF-FM radio. My vision was to create an easy, multifunctional grid reference system. These new grid IDs will make it easier for everyone to report and know where our assets are."

Previously, a new communications watchstander, unfamiliar with a lake being patrolled, might receive a report similar to the following: "Ops normal, Windy Hill." He would record the time, the boat, location and comments. If he needed to visualize the location, he would consult the Roosevelt Lake Fish-N-Map®, laboring to find the geographic reference on the chart. The watchstander may have asked additional questions to determine whether the boat was north, south or east of Windy

*Map by Fish-N-Map Company,
8535 W. 79th Avenue, Arvada, Colorado 80005.
303/421-5994. Used with permission.*



Roosevelt Lake Fish-N-Map with printed overlay of the new grid identification system.

Hill. With the new method, a coxswain simply states, "Ops normal, R17S," identifying the position as south of Windy Hill.

Grids also help speed responses to calls for help. If a communicator supporting vessels on multiple lakes receives a call for assistance, the watchstander can quickly determine and communicate with the closest patrol.

Points on the grid are identified with a simple series of letters and numbers. The first letter identifies the lake. For example, "R" represents Roosevelt Lake, followed by a location sector number. Generally, even numbers are used north of the channel; south of the channel, odd numbers are used – the main channel being the original path of the river before it was dammed to create the lake. One to three letters may come next indicating more northerly or south-

erly locations, such as coves, and landmarks such as a sheriff's office, marina or portable restroom.

Auxiliarists of Division 10 recently tested the system at Roosevelt Lake using the Mount Ord repeater. Coxswains used the grid system and the narrow band repeater at Mount Ord to evaluate clarity, reach and dead spots, with good results. Testing of the whole system should be completed by fall of 2009.

"Effectiveness, simplification, and additional operations security should result from these efforts," Commodore Johnson said. "These changes should also help us work more effectively with our boating safety partners, including the various sheriffs and the Arizona Game and Fish Department. 🌟"

Saturday, May 25, 2008, was Memorial Day weekend. Hundreds of boaters were out on St. Andrew's Bay, Panama City, Florida, and thousands more locals and visitors took advantage of the warm temperatures and sunny skies to go to the beaches of Florida's panhandle.

Auxiliary patrol vessel *Face Off*, a 25-foot center-console Angler, owned and helmed by William "Mac" Shepard, began a routine patrol at 1400 hours. Jeff Brooks was coxswain on board, and Bob Wells was crew; Walker Parish and Bill Winfrey were also aboard as crew break-ins. All are members of Flotilla 19, in Panama City Beach, Florida. After a brief anchoring training evolution in the waters north of Hathaway Bridge that links Panama City with Panama City Beach, the crew headed south to the entrance channel of St. Andrew's Bay where they encountered four- to five-foot seas caused by a 10-knot southwest wind opposing a falling tide, and two- to three-foot seas offshore in the Gulf of Mexico. Most boaters wisely stayed in the bay, and the patrol decided to join them and cruise behind Shell Island.

At 1625, while patrolling the relatively calm bay, the crew was alerted to a swimmer in distress in the Gulf just south of Laguna Beach, a distance of about 12 nautical miles west of the bay entrance. Responding immediately, the crew arrived on scene several minutes before a Coast Guard utility boat and the two began a sector search and a parallel track pattern respectively. Air resources were called in to assist in not only the search for the initial victim (who in fact drowned), but ultimately, 45 other swimmers swept out to sea by the strong current along a four to five mile stretch of shoreline. Many were pulled in by police and fire rescue personnel, others by jet-ski rental vendors pressed into service along the beach front. A USCG Dolphin HH-65A helicopter, began a parallel track search, and an hour later a Falcon HU-25 jet began running a parallel track over a much larger area looking for victims.

After several hours of searching without success for any victims, the utility boat and the Auxiliary vessel began a multi-unit parallel track pattern with the Coast Guard vessel running about



one-quarter mile ahead of the patrol and several hundred yards farther offshore. The *Face Off* crew ran only a short distance outside the breaking surf. The scene on the beach was surreal, with dozens of flashing red and blue lights on the beach and visible between the condos as police, fire, and ambulance units responded to the numerous calls.

As they traveled west at sunset, Brooks saw a Panama City Beach Patrol deputy flashing his spotlight at them. The low light aided in noticing the spotlight which might not have been seen earlier in the day. Shepard turned the boat towards the shore and as the crew approached the surf line, they first heard and then spotted a man and a woman exhausted and clinging to a small float board adjacent to the breaking surf. Shepard approached the pair cautiously, aware that if his boat entered the surf it could capsize, putting more people in the water. As each swell subsided, the sandy bottom of the bar was exposed only a short distance ahead of the *Face Off*.

Brooks guided Shepard as he nosed the vessel forward to within 10 feet of the heavily breaking surf. Wells moved

to the bow as well, grabbed a heaving line, and accurately threw the line directly to the pair. As Shepard slowly backed the vessel away from danger, Wells and Brooks pulled the two swimmers to the swim platform where Winfrey and Parish pulled them both from the water. The man was barely able to assist with the effort to get him onto the swim platform and over the transom into the boat. Winfrey had to climb onto the platform to reach them, and with seas still running two to three feet on the stern, this was no small feat, requiring a great deal of agility and strength.

Neither swimmer suffered any injuries, but the man was exhibiting signs of shock so he was wrapped in a blanket and given warm water. After notifying Coast Guard Station Panama City of the rescue, the Auxiliarists took the victims to Lighthouse Marina in Grand Lagoon where they were eventually reunited with their families.

En route to safe harbor, the crew learned the cause of their distress. The 57-year-old woman had been floating on her board in shallow water near shore when the rip current rapidly pulled her offshore beyond the breakers. She



Patte Fritchie, Flotilla 19, Panama City Beach, Florida.

appropriately went with the current and swam parallel to shore to break the hold it had on her, but was then unable to break back through the surf to return to shore. Her nine-year-old granddaughter saw what was happening and approached the man whom she did not know, telling him her grandmother was in trouble.

The 36-year-old man swam to the woman, but was also unable to get back through the surf to the beach. He said they were able to touch bottom briefly as the surge subsided, but were repeatedly pulled seaward with each subsequent wave.

The lack of communication between the various responders was very evident during the emergency, requiring a resourceful beach patrol officer to use his spotlight to signal the rescuers. As a result, Flotilla 19 Commander, Jerry Marano, obtained a grant to purchase nine handheld VHF radios and presented them to several beach law enforcement agencies early in 2009. "We're hoping we don't need to use them this year, but we'll be better prepared if we do," said Marano.

The Auxiliary crew was first recognized by the Coast Guard with a Medal of Operational Merit issued on behalf of the Commandant by Rear Admiral Joel R. Whitehead, then-commander of the Eighth Coast Guard District. Recently, the crew was again honored in Washington, D.C. by the Association for Rescue At Sea. Established in 2000, the Association for Rescue at Sea's Silver Medal is presented to a United States Coast Guard Auxiliarist. The ceremony is attended by members of Congress, AFRAS members, the Commandant of the Coast Guard, and others.

To be considered for the Silver medal, AFRAS says that an "active Auxiliarist must have performed a rescue involving the saving of a life or lives from either inland or coastal waters where the heroic action of the nominee was uniquely distinguished." In some years no medal is awarded.

AFRAS was formed in 1976 to raise funds, exchange information and provide co-operation among sea rescue organizations. Its chairman is Vice Admiral Terry M. Cross, USCG (Retired). ☼



U.S. Coast Guard photo by Petty Officer 1st Class Anastasia Devlin.

In the center, Vice Admiral Terry Cross, (USCG ret.) former Vice Commandant of the Coast Guard and now Chairman of AFRAS, presented the Silver award for lifesaving to: left to right, William Winfrey, Robert O. Wells, R. Jeffrey Brooks, and William M. Shepard.

OUR PIECE OF HISTORY

In 1988, the Coast Guard Auxiliary established its archival collection at East Carolina University in Greenville, North Carolina, to preserve the Coast Guard Auxiliary's history.

In 1999, the archive was named the O.W. "Sonny" Martin, Jr., Coast Guard Auxiliary Records Collection, in memory of the Auxiliary's national historian who helped establish the collection.

The archive is located on the fourth floor in the Special Collections Department of Joyner Library. Archivist Dale Sauter, with the aid of staff members Nanette Hardison, Martha Elmore and Rochelle Barainca, oversees the collection, prepares contributions to it and assists researchers.

The collection includes items from the inception of the Auxiliary in 1939 to the present. Flotillas, divisions, districts and the national staff contribute items such as newsletters, minutes of meetings, and photographs. There are 14 major files: a national file, a file for each district, and files for personal papers, audio/visual materials, oral histories, memorabilia such as flags and maps, and a file for the *Navigator*. Categorized items are contained in acid-free folders and boxes.

The Special Collections staff maintains the index which at this time includes items from First Southern, First Northern, and Districts 12, 14, 17 and most of 13. A "how-to guide" to the Auxiliary collection is expected to be completed by the end of the year.

To find out more about the Auxiliary's archive and how to contribute materials or donate to its endowment fund, visit www.ecu.edu/lib, click on Special Collections, then on the U.S. Coast Guard Auxiliary Collection link; or go directly to media.lib.ecu.edu/spclcoll/coastguard. Contact the Special Collections staff at media.lib.ecu.edu/spclcoll/coastguard/donations.cfm#materials. 📧



Photo by Cliff Hollis, East Carolina University News Bureau. Used with permission.

Dale Sauter, Manuscript Curator, Special Collections at the Joyner Library, East Carolina University, looks over items in the Auxiliary's archive.



BM1 Gonzales (XPO) helps John Mill, Flotilla 33, Kilmarnock, Virginia, put the final touches on a new chart table for CG Station Milford Haven, Hudgins, Virginia. [Read the story on page 27.](#)

Coast Guard Auxiliary Association, Inc.

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Launched in 1890, the steam vessel *Elmore* is one of the oldest operational vessels still in use by the U.S. Coast Guard Auxiliary. Visitors are welcomed aboard during the Port Townsend [Washington] Wooden Boat Festival. Photo by Loretta Rindal, Flotilla 48, North Kitsap, Washington.

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