

# NAVIGATOR

 'THE U.S. COAST GUARD AUXILIARY MAGAZINE'



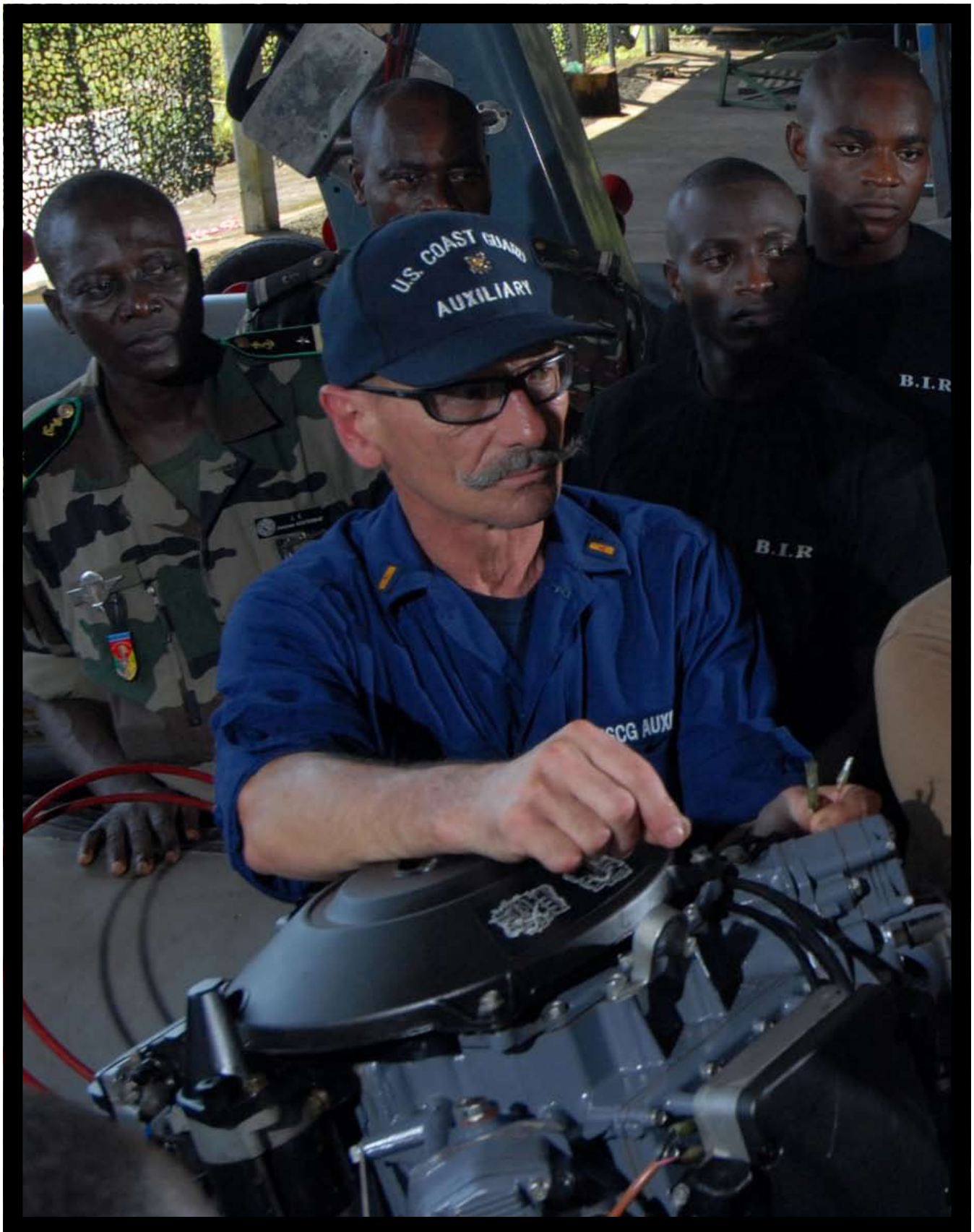
SPRING 2009



## COMING NEXT ISSUE ...

The full report on the Coast Guard Auxiliary Interpreter Corps' mission to Cameroon.

Auxiliary Interpreter Rene Martin with Cameroonian Navy personnel during engine maintenance training at the port of Limbe, Cameroon.



U.S. Navy photo by MC3 Matthew Bookwalter, APS Nashville Public Affairs





# NAVIGATOR

## CONTENTS

### DEADLINES

SUMMER: July 1

FALL: October 1

WINTER: January 15

SPRING: April 1

Guidelines for submissions of editorial and photographic content are online at [www.auxadept.org/navigator](http://www.auxadept.org/navigator). Please send editorial and photographic submissions to: [navigator@auxpa.org](mailto:navigator@auxpa.org)



### ON THE COVER:

At Station Channel Islands Harbor, Oxnard, California,

Auxiliarist Dan Rivera, Flotilla 7-2

passes a wooden plug to Auxiliarist

Greg Miller, Flotilla 7-2 during training

aboard the Coast Guard's damage control

trainer boat. A Coastie controls the

flow of water into the boat through several

pipe "leaks" while the trainees attempt to

plug the leaks using a variety of methods and supplies.

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# 20

**4** | COMO Kerigan

**6** | Public Affairs Contest

**7** | Celebrate

**8** | Off the Press

**10** | Anacapa Lighthouse

**14** | Benefits Available to CGA

**15** | Community Service  
Command Established

**16** | Cold Water Survival

**18** | Author Guidelines

**19** | Coast Guard Mutual  
Assistance

**20** | Citizen's Action Network

**24** | Miracle on the Hudson

**25** | Boats Donated in Delaware

**26** | USCGC Training Exercise

**24** | CGA Memorial

**30** | St. Patrick's Day Parade

**31** | History Award

**32** | Success in the Sector

**36** | Distributing Survival Kits

**38** | NACON 2009





*"The only constant is change."*  
— HERACLITUS 540 BC - 480 BC



COMMODORE  
**NICHOLAS  
KERIGAN**  
NATIONAL  
COMMODORE



#### ON THE WEB

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

## LEADERSHIP FOR CHANGE

**H**eraclitus rings true. Modernization and consolidation, new roles for the Auxiliary, even new District and Division Officer titles signal our adaptation to meet new challenges. Our collective job as leaders is to manage these shifts. Managing the process means leading people.

History is full of examples of organizations that failed to adapt and are now extinct. However, in the process, if we are not careful we will fail; lose productivity, and lower quality and morale. Successful change results from effective leadership and definition and understanding of the changes being made.

Our members may resist change because they perceive things differently. Perception matters. We need to define what is happening as early as we can. Periodic updates are needed when we better understand what we need to do. Tell people what is going on. Listen and reduce resistance to a manageable level. Communication is a two-way street starting with members defining what really lies behind their reluctance to accept a change.

Understanding is also a two-way street. People need to understand how their organization is changing and why. Why is it happening now? Why can't things stay like they have always been? Why is it happening to me? Understand each member's fears. Don't try to rationalize. Focus on opening and maintaining clear channels of communication so members understand what's coming and what it means to them.

It's also important that people understand what is not changing. Not only does this give them one less thing to worry about, it also gives them an anchor, something to hold on to as they face the winds of uncertainty. The Auxiliary's primary focus is still Boating Safety.

Remember:

1. Do no harm.

Physicians take the Hippocratic Oath to do no harm to their patients. A poorly implemented plan is often worse than no plan at all. Examine the human implications to increase a plan's success.

Develop peripheral vision recognizing that all parts of the Auxiliary are connected with each other.

2. Change involves personal choice.

Think about the members asking "What's in it for me?" People resist because they seldom are given the reasons for an alteration. Doing something different without giving them resources is a fool's errand.

3. Connect change to organizational strategy.

Change should only be pursued in the context of a clear goal. Consistency has value; changing before one has to or to become part of the newest fad lowers morale and increases cynicism.

4. Involvement breeds commitment.

People need to be involved in decisions that affect them.

5. A good effort results in increased capacity to face change.

It's one thing to "install" change, but quite another to implement it in such a way that the organization is more capable of managing the future.

Two other points: (1) leaders need not apologize for making change. Change is an important part of the job. We need to be proactive and ensure continuous improvement; and (2) change made for the sake of change is bad and often frustrating. While we need to encourage experimentation, we walk a fine line and must develop a sense of when change is needed taking steps to implement that change effectively.

Change is a strategic imperative in the Coast Guard. Unfortunately, in the pursuit of change – of trying to be the best – we sometimes, impatiently clamor for it. In our haste, we often forget basic leadership principles and wonder why we are not making progress.

In the last issue of *Navigator*, I told you my watchwords were "Leadership, Performance, and Readiness." With good leadership, we can change, we will perform, and we will be ready to meet the challenges of the future to better serve the needs of the Coast Guard, the boating public, our members and our country.

*Semper Paratus* 🇺🇸



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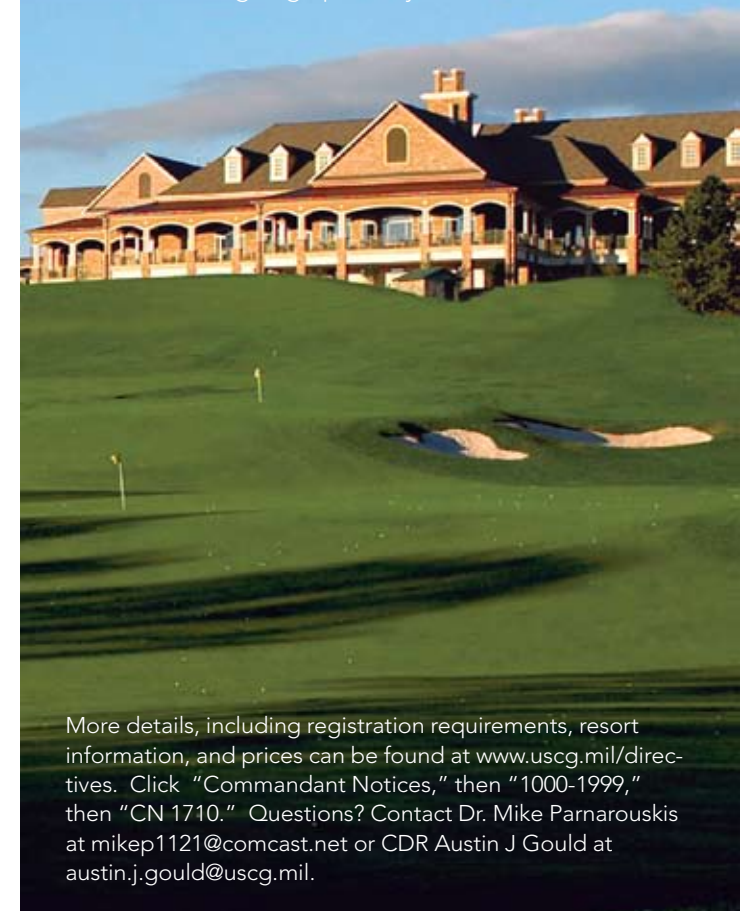
**Navigator Magazine, Assistant Editor**  
Karen L. Miller, BA-APN

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## 37th Annual Coast Guard Golf Tournament

**S**tart planning now!!! The 37th Annual Coast Guard Invitational Golf Tournament is just around the corner. The 2009 tournament, to be held at Lansdowne Resort, Lansdowne, Virginia, July 1-4, 2009, ([www.lansdowneresort.com](http://www.lansdowneresort.com)) is open to all Coast Guard active duty, reserve, and civilian employees, as well as retirees, Auxiliarists, dependents and guests. A team scramble on Wednesday afternoon, July 1, kicks off three days of individual stroke play. Along with golf, the package includes lodging for three nights, a welcome reception after Wednesday's scramble, and an Awards Banquet on Saturday afternoon. Lodging for additional nights and rounds of golf are available at discounted prices. Low and high handicappers are welcome. The tournament usually draws about 120 participants, who are placed into six to seven flights following the second medal round on Friday. Prizes are awarded to the top five finishers in each flight. Deadline for signing up is May 15, 2009.



More details, including registration requirements, resort information, and prices can be found at [www.uscg.mil/directives](http://www.uscg.mil/directives). Click "Commandant Notices," then "1000-1999," then "CN 1710." Questions? Contact Dr. Mike Parnarouskis at [mikep1121@comcast.net](mailto:mikep1121@comcast.net) or CDR Austin J Gould at [austin.j.gould@uscg.mil](mailto:austin.j.gould@uscg.mil).



# 2009 PUBLIC AFFAIRS CONTEST

**ROBERT NELSON,**  
DEPARTMENT CHIEF,  
AND **TOM NUNES,**  
DEPUTY DEPARTMENT  
CHIEF, ANNOUNCE  
THE RULES FOR THE  
2009 PUBLIC AFFAIRS  
CONTEST

## HOW TO ENTER

### PUBLICATION CONTEST (PB)

Entrants must email the URL or a .pdf of your publication to the publication contest coordinator who, in turn, will advise other judges of the URL/.pdf. Entries consist of a full twelve month's worth of issues of a single publication. Contestants must be winners of their respective District contests.

Submissions will be sent via the appropriate DSO-PB who will certify that an entry is the winner of its respective District contest. District or Division units entering the contest must submit a minimum of three (3) issues of a single publication produced over a twelve-month period ending June 1, 2009.

Flotillas must submit a minimum of four (4) issues of a single publication produced over a twelve-month period ending June 1, 2009. Each entry must be identified with the name of the editor and the District/Division/Flotilla. Entries should be submitted to robwestcott@earthlink.net not later than June 1, 2009. Entries will be judged using standards contained in the current USCG Auxiliary Publications Manual.

### PUBLIC AFFAIRS CONTEST (PA)

Entrants must email a synopsis of their project, activity, etc. to the Public Affairs Contest coordinator. No hard copy submissions will be accepted. These will be presented for the best



*Heaving Line*, winner of the 2008 Photo Contest, was taken by Navigator Assistant Editor, Karen Miller, from District 7.

district, division and flotilla projects. Entries should be emailed to Manny. Romero@nau.edu not later than June 1, 2009. There are four judging criteria:

- Use of imagination and creativity.
- Promotion of CGAUX programs and (public) image.
- Clarity of writing and ease of replication.
- Attracting the attention of the media and the boating public.

### PHOTO CONTEST

Entries must be in digital .jpg format. Only red eye removal, lighting enhancements, and cropping are permitted. Photos may be color or black and white. Seven categories are judged: Public Affairs, Fellowship, Marine Safety, Member Services, Operations, Public Education, and Vessel Safety Checks.

The following outlines each area:  
Public Affairs: Auxiliarists spreading the Auxiliary message to external and internal audiences.

Fellowship: Auxiliarists having fun in a social setting.

Marine Safety: Auxiliarists engaged in proctoring marine license exams, assisting in inspecting containers, vessels, etc. Auxiliarists engaged in beach cleanup and other environmental activities.

Member Services: Auxiliarists recruiting and/or providing information or services for members (fingerprinting, ID photo taking, etc.)

Operations: Auxiliarists operating

boats, aircraft, radios, etc.

Public Education: Auxiliarists providing instruction to the public.

Vessel Safety Checks: People performing vessel examinations.

Digital Photos must open to a minimum of five megapixels. All entries must have complete metadata, be numbered with a correct VIRIN number, and note the category to which the entry is being submitted. Entries should be emailed to the Photo Contest Coordinator, jpcirone@warwick.net no later than June 1, 2009.

### VIDEOGRAPHY

Entrants must submit via Google Video (conforming to Google Video's technical requirements). Create a Google Video account and uploading the video (set as private). Email the Video URL to: Ray.J.Pages@USCG-AUX.US.

Provide the best scene (selection of a few related shots from one event or story). Maximum length per submission is five minutes. Maximum number of shots is ten (at about 30 seconds each). Any CGAUX cornerstone activity may be covered. Entries must be submitted by June 1, 2009. Judging reports are due to DC-A/Ad not later than June 15, 2009. DC-A/Ad must submit award winners to the Coast Guard Auxiliary Association not later than June 30, 2009. First place winners of each contest will be announced at NACON 2009.

# Celebrate



Left to right gathered around Mr. Thomas Cook: Edward Bultmann, FSO-OP, SO-CM; John Clark, SO-IS, FSO-PE; Jeana Cook, retired; Ray Leach; Mike Womack, past Flotilla Commander, SO-NS



Thomas Cook and his Piper Tripecer aircraft.

## Bill Kaufmann, AUXOP, APC Distict 7, Flotilla 5-1

Inspiration at age 92

Meet William "Bill" Kaufmann, age 92, who has been an active member of Flotilla 5-1 of the Palm Beaches for the past 37 years. He is also active at Coast Guard Station Kings Point, Long Island, New York, where he's a regular visitor.

Bill's career was in Quality Engineering at RCA where he worked on projects such as the Lunar Module. After retirement Bill and his wife Pearl moved to South Florida where the couple joined the Auxiliary. Both held staff positions at the Flotilla and Division levels. Bill became AUXOP in 1986 and is active with Coast Guard Station Lake Worth Inlet Search and Rescue Unit and the Marine Safety Detachment. He participates in a multi-agency team that inspects containers at the Port of Palm Beach, he cleans weapons, and lends his engineering skills to many projects at the Station. During one Coast Guard weapons training session, he noticed that the tar-

## Jeana and Thomas Cook

83 years of combined service.

Thomas R. Cook, Commodore of the Eighth District Coastal Region in 1974-75, retired December 31, 2008. He and his wife Jeana joined Flotilla 1-6 in Panama City, Florida, in 1964. When Jeana retired in 2007 the couple had acquired a total of 83 years, nine months and seven day's duty in the Coast Guard Auxiliary. Tom, who was awarded the Distinguished Flying Cross in World War II, was the first Auxiliarist to fly his single-engine plane under Coast Guard orders when the pilot who had been given the assignment had engine trouble. Jeana took the Aircraft Owners and Pilots Association "Pinch-Hitter" Course and was his observer.

While serving as District Commodore, Cook published the Eighth District Air Operations Manual with Rich McConnell. When Kevin Mitchell became National Commodore he appointed Cook national head of Auxiliary Aviation. Based on his accomplishments in the Eighth District, Cook set about organizing the aviation members, and in collaboration with Commander Al Serra of the Chief Director's Office, he used the Eighth District Air Operations Manual as a guide and wrote the National Air Operations Manual. He followed up with the Air Operations Training text, a Pilot and Observer Qualification Manual, Examinations, and a Biennial Search and Rescue Flight Check for pilots.

Cook held the top aviation position for ten years until 1987 when he resigned and returned to the flotilla.

Mrs. Cook served as Flotilla Commander and held several division and district positions. She was active in the Bay County Florida School System teaching Auxiliary safe boating classes to children.

STORY BY **JOHN CLARK**, SO-IS 8TH DISTRICT COASTAL REGION DIVISION 1  
PHOTO BY **PATTIE FRITCHIE**, SO-PA 8TH DISTRICT COASTAL REGION DIVISION 1

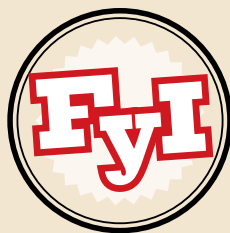


Bill Kaufmann

Auxiliary is giving direction and purpose to my life in addition to tremendous satisfaction. I am grateful to the United States Coast Guard Auxiliary."

STORY BY **ANGELA POMARO**, DSO-PS DISTRICT 7 FLOTILLA 5-1





## Channel Islands Harbor Golf Classic Benefits CGMA

One hundred and thirty-two players teed off for the Third Annual Coast Guard Station Channel Islands Harbor Golf Classic at Oxnard, California, benefiting Coast Guard Mutual Assistance (CGMA). They included active duty, reservists and Auxiliarists from all parts of California and as far away as Chicago and Miami.

It was a gloomy day at River Ridge Golf Course in Oxnard, but spirits were high with many valuable prizes at stake. Players, greeted at signup, bought raffle tickets and received gift packs. After 18 rounds of golf and a delicious barbecue, the raffle was emceed by tournament chairman, Henry Goldman, ADSO-PA District 11SR. Trophies were presented for first, second and third place, and prizes were awarded to winners of the longest drive and the shot closest to the pin. The event realized over \$8,000 for CGMA.

Goldman thanked his committee and players, adding, "Even in such difficult economic times, it's just great to have our public sector support the special needs of the men and woman in uniform that defend the shores of our great country."

The Channel Islands Harbor Golf Classic, originally organized by Auxiliary Division 7 and Lieutenant Marcus Gherardi of Coast Guard Station Channel Islands Harbor, was supported by Captain Paul Wiedenhoft of Sector Los Angeles/Long Beach, Lieutenant Commander Toby Holdridge, Lieutenant David Middleton of Air Station Los Angeles, and Coast Guard Station Channel Islands Harbor. The Coast Guard Mutual Assistance program is the Coast Guard's own financial assistance organization, created and perpetuated by Coast Guard men and women to help one another in times of need.

# Off the Press

## International Nautical Terms Dictionary Team

The Commandant of the Coast Guard takes pleasure in presenting the Coast Guard Meritorious Team Commendation. . .

**T**o Auxiliarists George E. Barantseff, Flotilla 1-2 District 11 North, Sausalito, California; Brigitte Baumann, Flotilla 14-7 District 7, St. Augustine, Florida; Klaus G. E. Baumann, Flotilla 14-7 District 7, St. Augustine, Florida; Rodger N. Bolles, Flotilla 6-10 District 11 North, Royal Oaks, California; Jose M. Cajigas, Flotilla 1-10 District 7, Old San Juan, Puerto Rico; John B. Chomeau, Flotilla 14-25 District 5 South, Colonial Beach, Virginia; Alberto de Capitani, Flotilla 23-2 District 5 South, Solomons, Maryland; Isabela A. Dunklin, Flotilla 20-1 District 5 South, New River, North Carolina; Bruce MacMaster, Jr., Flotilla 12-2 District 5 South, Onley, Virginia; Lenne Rosen-Kabe, Flotilla 12-7 District 11 South, Marina del Ray, California; Alicia P. Power, Flotilla 20-1 District 9 West, Traverse City, Michigan;

"For exceptionally meritorious service from April 2008 to January 2009 while serving on the International Nautical Terms Dictionary Team. The Team adeptly applied its extraordinary foreign language capabilities and special linguistic skills to translate the Expanded Glossary of Nautical Terms contained in the Coast Guard Boat Crew Seamanship Manual from English into French, Italian, Russian, and Spanish languages. This unique initiative required not only a strong working knowledge of Coast Guard terminology, but also complete understanding of nautical vocabulary and Coast Guard operational skills. The Team artfully melded these competencies with its in-depth knowledge of the respective foreign cultures and traditions in order to overcome frequent challenges posed whenever technical terms did not readily align themselves with common expressions. Demonstrating superb initiative and foresight, the Team created a template for additional foreign languages that may be required by Coast Guard units in the future. As a direct result of the Team's uncompromising commitment to high quality and innovative service, a quantum leap of improvement was made in the ability of foreign and domestic Coast Guard units and other mariners to readily communicate among themselves. The dedication, pride, and professionalism displayed by the United States Coast Guard Auxiliary International Nautical Terms Dictionary Team are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary." For the Commandant, M. D. Rizzo, Captain, U.S.C.G. Chief, Office of Auxiliary and Boating Safety.

All are Auxiliarists except for LTJG Isabela Dunklin who is both an Auxiliarist and a Coast Guard Reservist on active duty with the Joint Maritime Training Center at Camp Lejeune, North Carolina.

## New Editors at the Navigator



Judy Morgan Darby

Judy Morgan Darby, BC-APN

**J**udy Morgan Darby has been appointed Editor of the Coast Guard Auxiliary *Navigator* magazine. Judy comes to her new position from Flotilla 4-2, District 8, Mandeville, Louisiana. A paralegal and long-time freelance boating writer and photographer, she was most recently Associate Editor of *Hot Boat* magazine where she authored a monthly column called "Fast Focus" and covered events, personalities, travel and new-boat features for the high performance powerboating industry. Other magazine credits include *Sea Ray Living*, *Baja*, *Trophy*, *Sea Pro*, *Texas Boating Monthly*, *Taste*, and *Pontchartrain Magazine*. Photo credits include numerous covers in addition to her work published in *Louisiana 24/7*, Smolan and Cohen (DK Publishing: NY, 2004); and Fischer Science textbooks. Prior to that she was a market assistant at Cadbury Beverages, the North American soft drink division of Cadbury Schweppes, Ltd., in Stamford, Connecticut. Judy lives in Madisonville, Louisiana, Tchefuncte River, two miles from Lake Pontchartrain with husband Noel, a licensed 100-GT captain and an eight-year-old Yorkie named "Sailor" (aka "The Terrierist").



Karen Miller

Karen L. Miller, BA-APN

**K**aren Miller brings 16 years of Auxiliary experience to the position of Assistant Editor of the Coast Guard Auxiliary *Navigator* magazine. She is a member of Flotilla 11-1, District 7, Clearwater, Florida. In 2000 Karen received a national award for the best flotilla publication, "The Channel Marker," and has earned several first place publications awards in the Seventh District. She was editor of the District's *Breeze*, as a function of her DSO-PB position. An avid photographer, she won first place for her member training photograph in 2008. Besides her editorial activities, Karen is active in Operations. She represented the Seventh District at ISAR in 2006. Retired from ownership of a telecommunications software company in New York, she has also worked in commercial towing and holds a 50-GT captain's license. Karen and her 13-year-old Yorkie "Ratso" can be found working with the active duty and Auxiliary out of Coast Guard Station Sand Key virtually every day.

## A Little Bit of Protocol

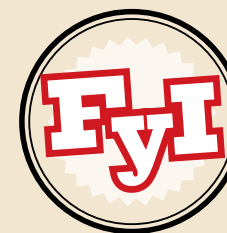
From: Thomas Nunes, Deputy Chief, Public Affairs Department

Public Affairs Officers often times need to be nonconformists to get the job done. We like to think big and outside of the proverbial box. However, there is a time to stay inside that box.

As we make plans for public appearances, launch new campaigns, etc., we sometimes get a bit exuberant and want to invite senior government officials. That's great, but there is a way to extend such invitations.

For example, if you want to invite the Governor of your state to an Auxiliary event, work through your State Liaison

Officer and make sure the invitation comes from your District Commodore and the District Commander. If you want to invite the Commandant of the Coast Guard or any Flag Officer (other than your District Commander), make sure the invitation is extended by the Commodore via your District Commander. If you want to invite the Secretary of Homeland Security make sure the request comes from your Commodore, via, the District Commander, and the Commandant. If you want to invite the President or First Lady, add the Secretary of Homeland Security to the chain.



## Deadline for Completion of ICS-210 Extended

From: Commander Valerian F. Welicka, Chief, Auxiliary Division, Office of Auxiliary & Boating Safety

The deadline of March 31, 2009, was established for completion of ICS-210 (Incident Command System) has been extended to April 1, 2010, as many Auxiliarists are still in need of the course. This course, or the full ICS-300 course, is required for Auxiliary Single Unit Resource Leaders (SURL) such as coxswains, PWC operators, pilots (Aircraft Commander, First Pilot and Co-Pilot), certain members in the Trident Program or any other team/task force leader determined by a Coast Guard unit Commander to have a need.

ICS-210 (or ICS-300 as an equivalent) will be added to the proper qualification packages as a requirement for final qualification. The Surface Operations website at <http://cgauxsurfaceops.us/ICS.htm> has been updated with this information.

When the first extension for ICS-210 from March 2008 to March 2009 was requested, only 715 Auxiliarists (18% of required personnel) had taken either course despite its having been "strongly encouraged" for almost two years. To date, AUXDATA shows well over 2,500 have taken ICS-210 and close to 900 have taken ICS-300 for a 70% compliance rate.

The Auxiliary has done an outstanding job in trying to meet this DHS requirement. We very much appreciate the Auxiliary's cooperation and coordination efforts, and understand the incredible effort involved in this training and qualification initiative. The new deadline should provide ample time to reach the goal of 100% compliance.



# ANACAPA LIGHTHOUSE

Anacapa Island Light and fog signal are visited periodically by Coast Guard ATON teams to ensure they are in good working order. The light and fog signal warn ships in the busy nearby shipping lanes of their proximity to the Channel Islands, just off the Southern California coast.

The skies were crystal clear; the seas were flat and a mild Santa Ana condition persisted over Santa Barbara Channel. It was a perfect day for a cruise. About 11.4 miles offshore from Oxnard, California, the Channel Islands are a group of rocky uninhabited islets belonging to the National Park Service. In 1932 the United States Lighthouse Service of the Coast Guard built the last lighthouse atop Anacapa Island, the easternmost of the Channel Islands.

*Guiding  
ships through  
the Channel Islands  
since 1932*









## Coast Guard Exchange System & MWR

*Working together to serve you...*

# Non-pay Benefits Available to Coast Guard Auxiliarists

**A**s a Coast Guard Auxiliarist, you are eligible for the non-pay compensation benefits of the Coast Guard Morale, Well-Being and Recreation (MWR) program and the Coast Guard Exchange System (CGES).

The Coast Guard Exchange System offers quality merchandise at reasonable prices with a return of its profits to the MWR programs. Shop tax free at over 70 retail stores or on-line! To find the CGES store closest to you, or to shop CGES from the convenience of your home, visit [www.cg-exchange.com](http://www.cg-exchange.com) and check out what's on sale for Spring. As an Auxiliarist you are eligible to purchase any exchange merchandise with the exception of tax-free alcohol and tobacco products.



The Coast Guard MWR program provides a wide array of programs and activities that vary at each installation coast to coast.

Whether you visit for a day or a week you can enjoy golf courses, fitness centers, gymnasiums and picnic areas; movie theaters, travel services, bowling centers and food and beverage operations. For a full list of MWR locations and what is available at each, visit [www.uscg.mil/mwr](http://www.uscg.mil/mwr). In

this issue of the *Navigator*, we feature the MWR center at Kodiak, Alaska. Catch a trophy-sized fish at a wilderness lake, play golf, paddle a quick-water stream, photograph bears, and enjoy the fellowship at the Golden Anchor Pub. Make a reservation early for a summer vacation.



## Kodiak, Alaska, MWR facility



Captain Edward Eng, Commanding Officer of the Coast Guard Community Services Command announced that on Thursday, March 26, 2009, at 10:00 a.m., the Coast Guard Exchange System and Morale, Well-Being and Recreation (MWR) program merged to form the Coast Guard Community Services Command (CSC) during a Unit Establishment Ceremony at the Chesapeake Conference Center in Chesapeake, Virginia.

Ms Marilyn Holloway, Assistant Buyer, Coast Guard Exchange Program; Mr. Gary Scheer, Director, Coast Guard MWR; Rear Admiral Daniel A. Neptun, Commander, Coast Guard Personnel Service Center; Captain Edward Eng, Commanding Officer, Coast Guard Community Services Command; Chief Warrant Officer 4 Cecil Hurt, Community Services Command, Senior CWO.

# ONE-STOP SHOP

CG EXCHANGE AND MWR PROGRAMS MERGE WITH THE COMMISSIONING OF THE NEW COMMUNITY SERVICES COMMAND

**T**he establishment of the CSC marked the completion of the standup of the Coast Guard Personnel Service Center (PSC). The PSC was the last of five Coast Guard Logistics Service Centers to be established in support of the Coast Guard's modernization efforts. The Aviation Logistics Center; the Surface Forces Logistics Center; the Command, Control, Communications, Computers, and Information Technology Service Center; and the Shore Infrastructure Logistics Center were previously established.

The CSC will be overseeing Coast Guard-wide delivery of Exchange and MWR services. The command is comprised of 900 personnel managing the Coast Guard's non-pay compensation benefit programs supporting readiness and retention, and Coast Guard mission execution. The CSC will:

- Manage 70 Coast Guard Exchanges providing goods and services that provide a cost savings to Coast Guard members, generating more than \$135M per year in revenues, providing profits that are distributed to MWR programs across the Coast Guard;
- Provide pay and personnel services to all Coast Guard non-appropriated fund (NAF) employees;
- Oversee policy guidance, direction, and oversight to all Coast

Guard MWR programs, including Child Development Centers;

- Act as the support manager and interface for Coast Guard NAF information systems including CG NAF networks and point-of-sale systems.

- Most importantly, the CSC will be the Coast Guard Center of Excellence for NAF operations, a "one-stop-shop" for all Coast Guard NAF services and requirements to ensure non-pay compensation programs effectively meet the needs of the Coast Guard as they move into the 21st century." Coast Guard Auxiliarists are authorized patrons in Coast Guard Exchanges and MWR programs!

Capt Edward Eng, Commanding Officer of the Coast Guard Community Services Command said, "Today, we will turn a page and begin a new chapter in the history of the vital non-pay compensation program for the men, women, and families of the United States Coast Guard. The Coast Guard's Community Services Command will continue to deliver the high quality good and services that our members and families have earned. It is and always will be the duty of the Coast Guard Community Services Command to serve those who protect the homeland." 🌟



BELOW: Dr. Charles Sutherland explains survival techniques to cold water paddlers and sailors, Rex Marine, Norwalk, Connecticut.



## VERBOARD! HOW TO SURVIVE...

Frostbitten paddlers and sailors, cutting the waters of Long Island Sound need shiver no more. This winter, Flotilla 7-2 District 1, Norwalk, Connecticut, participated in a unique collaborative survival seminar for cold water and off-season boaters. The Cold Water Workshop was held on Saturday, January 31 in the Small Boat Shop at Rex Marine on the Norwalk River, only a half-mile by paddle to Long Island Sound. Attendance was standing-room-

only. The theme of the seminar was "Cold water plus no life jacket equals no chance!"

On hand were members of the U.S. Coast Guard and Auxiliary, the Connecticut Department of Environmental Protection Boating Division, certified canoe and kayak instructors, as well as representatives from the paddling industry. Participants watched demonstrations and heard instruction for cold water survival, self-

rescue, the physiology of hypothermia, dressing for immersion and cold water safety equipment. After the lecture and demonstration, they tried out drysuits, safety gear and paddling equipment on the Norwalk River.

The featured speaker was Dr. Charles (Chuck) Sutherland, Ph.D., a kayaker for 30 years with interests in skin-boats, rolling, and arctic paddles. He is the founder of the American Canoe Association Sea Kayaking Instruction

program and has studied and written about cold water kayaking accidents for 20 years. He is an expert in cold water physiology. In his lecture, Dr. Sutherland told the participants, "Your swimming ability in warm water has no relationship to your ability to swim in cold water. Cold water removes heat from the body four times faster than air at the same temperature. Turbulent water, or attempting to swim, can double the rate of heat loss." Dr. Sutherland explained that without a life jacket, survival time can be reduced to minutes. "In water below 40 degrees Fahrenheit a strong swimmer can die before swimming 100 feet," he said. Sutherland's message to cold water and off season boaters was simple:

- Dress to swim (drysuits and life jackets)
- Test your gear in cold water
- Train in assisted and self-rescue techniques

Sutherland described the four stages of cold water immersion and the cause of death inherent to each stage: cold shock, resulting in drowning or cardiac arrest (can kill within 0 to 5 minutes of immersion); inability to swim or help yourself stay afloat, resulting in drowning (can kill within 2 to 30 minutes of immersion); hypothermia, resulting in unconsciousness and drowning (kills after 30 minutes of immersion depending upon water temperature); and post-rescue collapse, resulting in delayed drowning or circulatory collapse leading to cardiac arrest (kills at the point of rescue or up to several hours after).

"Dressing for cold water survival is a combination of common sense and preparation," Sutherland said. "It is a balance between being comfortable and being safe. Dress for swimming, not for the air temperature. Once you are in the water, air temperature is meaningless. It is the temperature of the water that counts."



ABOVE: Dressed to swim: BM3 Arruda, BM2 Krisko (Coxswain), SN Beckwith, SN Johnson, and MK3 Matthews, USCG crew from Station Eatons Neck aboard their 41' UTB.

Sutherland explained that protective gear starts with layering. Begin with a layer next to your skin to wick moisture away and keep your skin dry to reduce heat loss; next add an insulation layer; and finally wear a protective outer layer (drysuit) to keep you dry. "Without the waterproof drysuit, the inner layers instantly turn to ice-cold dead weight when immersed in cold water," he added. "Our goal is for paddlers to be comfortable in the water on which they intend to paddle. Dress to swim," he emphasized.

Of special note, was the participation in the seminar of the 41' UTB crew from Coast Guard Station Eatons Neck. Dressed in drysuits, each crew member talked about his cold water survival training and gave an overview of personal protective equipment. They discussed the evolution of search and rescue and the value of using Channel 16 on a VHF radio. Seminar participants were urged to file a float plan with friends or relatives, a marina or boat club that includes where you intend to be, what time you plan to return and a description of your vessel and companions. It was also recommended that boaters regularly check-in and update those who have a copy of the float plan, especially if it should change. 📶

### Cold Water Survival Seminar Organized by Flotilla 7-2 District 1, Southern Region

Vessel Examiner and Coxswain, Ric Klinger, FSO-CM, helped plan and coordinate the Cold Water Survival seminar, while Instructor, Vessel Examiner and Coxswain Rande Wilson, FSO-PA, was the lead instructor. Wilson had the "easy part," he said. "The first question paddlers ask is, 'How can I possibly carry all I need for survival on such a small boat?' To answer that, I simply put on my SAR vest and began emptying the pockets which contain all the items the Coast Guard recommends except for a bailer or hand pump:

- VHF Radio (Channel 16 = 911)
- Rescue knife
- Whistle or boat horn
- Signal mirror
- Strobe light
- Aerial flares
- Personal locator beacon (EPIRB)



# GUIDELINES FOR AUTHORS

## ☞ Submissions to Auxiliary Navigator Magazine ☞

**N**avigator is a national print magazine that publishes stories of interest to a broad readership of Auxiliary members, military and government personnel, including members of Congress. We welcome and appreciate fresh, exciting, educational, and inspirational articles of national interest about the Coast Guard Auxiliary. Keep your story 750-1000 words unless the Editor has requested otherwise. If you do not wish to spend time writing a story that may be unsuitable for, or unneeded by Navigator, email a brief (100-150 words) summary of what you'd like to write about. You will get a speedy answer as to whether it might be publishable and a constructive evaluation of your submission that will help you become your best as a journalist.

**R**emember, we are a quarterly publication, so it can be six months or longer before an article or photo you send in is actually published. If your submission has immediacy, consider sending it to the Auxiliary's online magazine, SITREP, or your Division or Flotilla newsletter. This is only a summary please read the full text at [www.auxadept.org/navigator/index.shtml](http://www.auxadept.org/navigator/index.shtml) or email the Editor at [judydarby@charter.net](mailto:judydarby@charter.net) for a copy.

### EDITORIAL CONTENT

If your article has run in another publication, please state the name of the publication.

All articles must be original work, submitted by the author.

Put the name and phone number of the author and photographer at the top of the first page.

Give your story a title and a one-sentence subtitle that gives readers a hint as to what the story is about. (e.g., Title: "Offshore and On the Rhumb Line" Subtitle: "Captain finds following a straight line on the ocean harder than it sounds.")

If your article is a news item, use the inverted pyramid style of the Associated Press with U.S. Coast Guard Auxiliary addendum as follows:

- The first time you mention someone's name, give the full name, appointed or elected position, flotilla, district, and city.
- For Coast Guard personnel, provide rank/rating and full name, duty-assignment, and unit to which he/she is assigned.
- For officers, spell out rank on first mention.

- Spell out all proper names of places and states.
- Use exact quotes.
- Be absolutely meticulous about your facts, especially when they relate to the U.S. Coast Guard.
- Use plain language rather than "CG Speak."
- On the last page of your story, list the photos that go with your article by their ID numbers and with their captions. Do not embed photos in your article. Upload them separately by FTP.
- ALWAYS run spell- and grammar-checks before submitting and proofread for spelling and grammar errors that the checkers do not catch.
- Save your article in MS Word version 97/2000 (.doc) or .rtf format and submit it to [navigator@auxpa.org](mailto:navigator@auxpa.org).
- If your district requires clearance, please obtain before sending to us.
- We cannot guarantee that your story or photos will be published, nor can we guarantee that an article or photo will be published in a particular issue.

### PHOTOGRAPHIC CONTENT

**N**avigator is always interested in acquiring good, clear, in-focus digital images. All articles should be accompanied by exciting photographs that help tell your story. If you have a great photo but no real story, we are also interested in publishing good, action-oriented images with captions. When you shoot an event try to take as many vertical shots as horizontal ones. Navigator covers are always vertical shots.

Be creative and look for ways to get the Auxiliary name or logo in your shots. Rather than pose people in front of a ship, building, or other structure, shoot them doing something connected to the mission. Do not send photos of people lined up, looking and smiling into the camera. Shoot the subject from a variety of angles.

Photographs must be large, high-resolution images in .jpg format. Set your camera's quality control for the largest, highest-quality images possible.

Do not crop, enlarge, or enhance images in any way.

Use .jpg format. NEVER open a .jpg, work on it, then SAVE using the same .jpg filename, because data is lost each time, degrading the quality of the image. Always SAVE AS, giving it a new filename, in the highest/largest .jpg possible.

Email to [navigator@auxpa.org](mailto:navigator@auxpa.org) or send on a CD via snail-mail to: Judy Darby, Navigator Editor, P. O. Box 232, Madisonville, LA 70447.

Captions may be sent in metadata within the image file.

Captions must tell where the photo was taken and the name of the event. Identify every person whose face is vis-

ible, left-to-right, with full name, flotilla and district, town and appointed or elected position.

In identifying an Auxiliary surface OPFAC, refer to it as an "Auxiliary Operational Facility" on first mention and OPFAC in subsequent mentions. Put the vessel name in italics.

AUXFAC and OPFAC are not interchangeable; they are two different things. (See AUXMAN.) In both articles and photo captions identify the coxswain (surface) or aircraft commander (air) as such, in addition to any office either may hold (e.g., coxswain John A. Smith, DSO-AV 10 D9ER).

Never insert photos into text, whether submitted via Internet or snail-mail.

**We need as many great vertical shots as horizontal ones:**



Deborah Mallory, FSO-PA, FSO-FN, Flotilla 11-1, District 7 shot this photo of Auxiliarists rafted up and awaiting instructions for night training in towing and search patterns with Coast Guard Station Sand Key, Florida, Gulf of Mexico.

## COAST GUARD MUTUAL ASSISTANCE ... LOOKING AFTER OUR OWN!

**C**oast Guard Mutual Assistance (CGMA) is the Coast Guard's own financial assistance organization, created and sustained by Coast Guard men and women for the purpose of helping one another in times of need. To quote Admiral Allen, "Helping each other is what we are about. It is the essential character of the Coast Guard.... Just as we are maritime guardians, we are each other's guardians."

For nearly 30 years, Coast Guard Auxiliary members have joined the rest of Team Coast Guard in both supporting CGMA and receiving emergency financial assistance.






Celebrating 85 years of service to the Coast Guard community, CGMA has a proven track record of using contributions effectively to get help where it's needed when it's needed. Last year when more than 300 Coast Guard individuals and families were impacted by the hurricanes that battered the Gulf Region, CGMA was there to provide over \$763,000 in assistance. Overall, in 2008, CGMA provided over \$4.9 mil-

lion in financial assistance in more than 5,950 cases. Auxiliary members received \$33,000 in financial assistance last year.

CGMA is an independent, donor-supported, non-profit organization and receives no government funds. All funds come from the voluntary contributions of people like you. Without a steady infusion of funds, CGMA could not continue to perform its vital role within the Coast Guard community.

While a written appeal for contributions goes out around April each year, contributions are welcome any time. Memorial contributions, bequests and other special contributions from individuals or estates are also welcome. Information and contribution forms are available on the Coast Guard Mutual Assistance web site, [www.cgmaHQ.org](http://www.cgmaHQ.org).

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

 <b>CGMA 2009 Contribution Form</b>		District / Region / Flotilla																					
YES! I'd like to contribute to Coast Guard Mutual Assistance. My check for \$_____ is enclosed. (Make check payable to CGMA)  Please mail your contribution to the following address:  Coast Guard Mutual Assistance 4200 Wilson Blvd Suite 610 Arlington, VA 22203  I prefer to contribute by Credit Card		Print Name																					
		Street/Apt#																					
		City, State, Zip Code																					
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Thank you in advance for your generosity. For more information, please visit [www.CGMAHQ.org](http://www.CGMAHQ.org) or call CGMA Headquarters at 1 (800) 881-2462.



STORY BY LIEUTENANT COMMANDER MICHAEL BILLEAUDEAUX,  
U.S. Coast Guard District 13  
AND RYAN F. OWENS,  
Chief, Industry Outreach Branch, U.S. Coast Guard Domestic Ports Division

THIS WORK IS ALSO FEATURED IN THE SPRING ISSUE OF THE COAST  
GUARD JOURNAL OF SAFETY & SECURITY AT SEA, PROCEEDINGS OF THE  
MARINE SAFETY & SECURITY COUNCIL. USED BY PERMISSION.

## CITIZEN'S ACTION NETWORK puts the 'Home' in Homeland Security

# CANdo

**A**mong its other missions, the U.S. Coast Guard is charged with protecting the nation's shoreline, including ports, cities, and critical infrastructure. To manage this, the Coast Guard relies on a scant 40,000 active duty, 8,000 reserve, and 29,000 Auxiliary members. As a relatively small agency with a highly complex and prodigious mission, the Coast Guard is taking an innovative approach to organize, formalize, and network a grassroots workforce.

The Citizen's Action Network was initially designed and implemented in 1999 to help tackle Coast Guard Group Seattle's daunting responsibility of managing the thousands of square miles of open oceans and waterways. Information-gathering activities traditionally were left to Coast Guard field units. In this regard, Coast Guard ves-

sels or aircraft often traveled hundreds of miles to clarify sketchy reports, check on a situation, or respond to a marine hoax or false alarm. The investment in diverting assets to investigate murky details of a marine incident often left other regions unprotected, crews dangerously fatigued, and resources taxed or broken.

Citizen's Action Network (CAN) draws its members from the Coast Guard Auxiliary, waterfront businesses, tribal members, and everyday Americans who simply want to make a difference. CAN members are available day and night to assist—they collaborate with the Coast Guard or other partner agencies by monitoring and reporting back real-time information from their homes, located along thousands of miles of sparsely populated seashores, rugged rivers, or other complex waterways.

*"The maritime threat environment of the 21st century requires broader scope and a more comprehensive vision. We must look beyond traditional surveillance of ports, waterways, and oceans, and continuously adapt to new challenges and opportunities. We must set priorities for existing and developing capabilities to efficiently minimize risks while contending with an uncertain future."*

—THE NATIONAL PLAN TO ACHIEVE MARITIME DOMAIN AWARENESS

SEATTLE, Wash. (Jan. 14, 2003)  
-- Bird's eye view of the downtown  
port of Seattle shot from the D13  
Command Center. The Port of  
Seattle is one of the busiest ports in  
the United States and is part of the  
Pacific Rim trade partners.  
USCG photo by PA1 Sarah Foster-Snell



The Coast Guard communicates directly with Citizen's Action Network members for assistance identifying (or ruling out) the sources of marine flares, gathering on-scene weather reports, establishing lookouts, or corroborating other information. The Coast Guard also routinely sends electronic messages to the members, keeping them informed and alert throughout emergent and long-term situations. The immediate availability of these human sensors act as a mission force-multiplier, allowing the Coast Guard to add a human element to validate, support, or otherwise give focus to an emergent situation where availability of any other sensor is limited or missing.

Petty Officer 1st Class Josh Goldman with the Coast Guard Aids to Navigation Team (ANT) Puget Sound, manages more than 300 aids to navigation located throughout the Sound. He frequently uses the Citizen's Action Network to support his mission. Goldman and others from his command are quoted in a 2007 *Northwest Navigator* feature story discussing the safety, effectiveness, and efficiencies gained by engaging the Citizen's Action Network. "A 10-minute phone call saves us a tremendous amount of trouble," said Goldman. "It saves us the money and time that would go into just checking if a light is working or not." Chief Petty Officer Chris Sage, officer in charge of ANT Puget Sound, agreed, "For three crew members to check an aid it could cost as much as \$620, and that is *per aid*." Others in the same article pointed out that CAN was extremely helpful in that members would contact units to inform them if something appeared wrong or out of place.\*1

Citizen's Action Network members' home locations are maintained in a centralized and secure database where Coast Guard dispatchers may view them as part of a common operating picture.



Photo by Jan Lyden

At home and relaxed, Bob Lyden, District 13, Flotilla 3-8, scans the waters of Puget Sound as a member of CAN.

CAN locations and membership information may be viewed and layered on top of automatic information system\*2 or vessel traffic service vectors, side by side with other law enforcement assets or alongside intended maritime search areas. The Citizen's Action Network assists by providing real-time information to help offset the rise in Coast Guard search and rescue workload and its accompanying effects on its units and people.\*3 By leveraging CAN's on-scene information, field missions are run more efficiently and effectively.

#### AN AID TO COUNTERTERRORISM

Although CAN is designed as a government-to-citizen support and information network, it is a critical component that provides vigilance within the maritime domain. For example, members have reported the presence of illegal migrants, drug labs, movements of suspicious vessels, and unusual maritime activities.

The network experienced a 15-per-

cent jump in membership in the weeks following the 2005 London terror bombings and ensuing rise in the national homeland security advisory level for mass transportation. The membership increase was especially robust within the civilian population living within sight or walking distance of Washington State Ferry System routes. While only anecdotal evidence exists, it is clear that the rapid rise in membership numbers along specific at-risk locations strongly suggests a positive correlation between global terror events and the "concern-turned-into-action"\*4 social phenomenon. Academic research conducted on CAN at the Center for Homeland Defense and Security suggests that the network's member vigilance may be developed and groomed via strong two-way association with the Coast Guard, establishing the network's goal clarity, building agency trust, and providing access to the servicing agency.\*5

Since 2005 the Coast Guard has been banking on public vigilance in the mari-

time domain through the America's Waterway Watch program (toll-free number 877-24-WATCH). Citizen's Action Network members are also armed with this reporting number and have used it to report in some significant cases. For example, in March 2007, the Coast Guard and Royal Canadian Mounted Police alerted hundreds of CAN members and their Canadian CAN counterparts that a \$300,000 unmarked Canadian vessel had been stolen in Victoria, British Columbia, and was thought to have been sailed into U.S. waters. An immediate digital voice message was sent through to the network, which was quickly augmented with digital images and supplemental information sent via e-mail. Within 24 hours the vessel was spotted and reported by a CAN member in the South Puget Sound region. Law enforcement officers positively engaged and established several weeks' worth of surveillance, which ultimately led to the recovery and return of the Canadian vessel and identification of individuals supporting a vessel "chop shop."

#### AWARDS AND FUNDING

As a networked community, CAN represents a new homeland security working model—a best practice for building a grassroots culture of prevention that capitalizes on broad and inspired citizenry. The network helps carry out the important duties of protecting the nation, as these citizens are by far more familiar with their waterfront communities, and are therefore in the best position to help create effective solutions to unique problems. The program received the DHS Secretary's Award for Excellence in May 2006, which recognized its contribution to substantial maritime security improvements. In 2007 the Coast Guard Commandant's Innovation Council awarded CAN seed funds to purchase a supply of night vision goggles, binoculars, and AM/FM marine-band radios. In 2008 the Coast Guard Domestic Ports and Waterways Branch teamed up with the U.S. Customs and Border Protection service to develop a national implementation plan that will formalize the CAN concept within a more robust America's Waterway Watch concept.

The idea is to maximize the power of citizens, businesses, and tribal members among a variety of federal, state, and local agencies covering many domains, including borders, airports, rail systems, and highways. 🌿

#### ENDNOTES:

\*1. *Northwest Navigator*, "Citizen's Action Network, A Valuable Coast Guard Asset," March 2, 2007.

\*2. *The automatic identification system, used by ships and vessel traffic services (VTS) principally for identification and locating vessels, allows ships to exchange data, including identification, position, course, and speed, with other nearby ships and VTS stations.*

\*3. *The Coast Guard cited human error as its most significant cause of mishaps. Source: United States General Accounting Office, Testimony Before the Subcommittee on Transportation and Related Agencies, Committee on Appropriations, House of Representatives, "Coast Guard Improvements Needed in Management of Programs and Activities," GAOAT-RCED-93-28, April 20, 1993.*

\*4. *In his book Bowling Alone, social scientist Robert Putnam suggests that increased social capital, such as volunteerism, has significant political consequences, such as the promotion of political participation and healthy democratic government.*

\*5. *The research findings concluded that CAN membership includes higher-than-average concentrations of military veterans, business owners, and members of non-profit organizations (among others). CAN members also have higher community participation than either randomly surveyed citizens or those in other government-led volunteer organizations. The research showed that CAN members joined as highly engaged citizens and stayed highly engaged while members. CAN's organizational structure was found to fit that of a classic "community of practice," with vigilance supported as a unique outcome variable, and goal clarity as its strongest predictor index. See extensive results in the thesis "Leveraging Citizens and Cultivating Vigilance for Force Multiplication in the Maritime Domain," found at [pacnwest.org](http://pacnwest.org).*

## HOSTAGE RESCUE

On the morning of February 23, 2005, members of the Citizen's Action Network were called for assistance in a breaking case. Police were searching for a man who had stolen a yacht and taken a woman hostage. The Coast Guard launched or diverted all of its available boats and helicopters to support the sheriff's marine units already searching the region's waterways, numerous islands, and nearly 1,000 miles of shoreline. CAN members were put on watch and maintained a lookout from their waterfront homes. Throughout the search, information relayed from CAN members allowed the Coast

Guard's command center personnel to narrow the search area and most effectively utilize the assets taking part in the effort. Some of the network members in the south Puget Sound could see across narrow waterways, and effectively acted as visual "gatekeepers" to all marine traffic. Others, with more expansive views, were able to rule out entire swaths of waterways altogether. All Citizen's Action Network information was shared with city and county law enforcement vessels. By the afternoon, CAN members were stood down when the subject vessel was identified. The suspect was subsequently arrested and the hostage was freed unharmed.

## Auxiliary's Leadership Role

The Coast Guard Auxiliary acts as both final clearinghouse and collection point for potential CAN memberships. It ensures that CAN volunteers are extended invitations to marine-related training as well as Auxiliary membership. An Auxiliary coordinator at the local level is the informational and instructional link between the District Director of CAN and participating flotillas. Auxiliary members are required to phone or visit CAN members quarterly, host meetings for operations and fellowship, verify phone numbers and addresses quarterly, and offer training in reporting procedures. CAN members who are also Auxiliary members received Coast Guard equipment such as night vision binoculars and hand-held VHF radios, they work under Orders in normal search and rescue missions involving CAN incidents.

Bob Lyden, DSO-PA, District 13, Flotilla 3-8, who has promoted the network for nine years said, "We recruit citizens who either live on or have views of the waterways in the 13th USCG District. The Auxiliary is the most effective way to spread the program and CAN members are easily recruited into the Auxiliary once they see how important the mission is to Maritime Domain Awareness."

Malcolm Lamay, is a CAN member whose home is on South Whidbey Island, Puget Sound, Washington. Mr. Lamay was ultimately recruited into the Auxiliary and is now Commander of District 13, Flotilla 1-8. "The Sound is a huge waterway with loads of commercial traffic as well as recreational boaters. There is a lot of waterfront to cover and it's quite enjoyable to know you and your friends and neighbors are always on watch for incidents. When you are home you are always listening for a phone call or text message from the Coast Guard. When you get a message you know the incident is nearby because your location is plotted and the call goes to those in the immediate vicinity of the incident," he said. "People join CAN because they know they will be used."



# THE MIRACLE ON THE HUDSON

## HOW CUSTOMIZED TRAINING BY AUXILIARISTS OF FIRST DISTRICT SOUTHERN REGION PROVED EFFECTIVE

On January 15, 2009, US Airways Flight 1549 hit a flock of birds after taking off from LaGuardia Airport. Both engines lost power and minutes later the jet made an emergency landing in the Hudson River. Passengers quickly exited, some directly into the frigid 36-degree Fahrenheit water, some into life rafts, while the majority huddled on the airplane's wings yelling for help as vessels of New York Waterways, the New York City Fire and Police, The Port Authority of New York Police Department, the marine unit of the New Jersey State Police and Circle Line Cruises rushed to the scene. Hours later, all 155 passengers and crew, donned in bright yellow life vests, were safely ashore.

This seeming miraculous end to what might easily have been a horrifying tragedy was no surprise at all to responders who knew the drill and had practiced countless hours for just such a dramatic rescue. Nor was it a surprise to Coast Guard Auxiliaryists of the First District Southern Region who, for over 70 years have responded to emergencies on the waters of New York and New Jersey. Over time, the Auxiliary developed a solid working relationship with The Port Authority Police Department (PAPD) which is the law enforcement agency responsible for airports, port facilities, PATH rail system, bus terminals, tunnels, bridges and other facilities of the Port Authority of New York and New Jersey.

In 2004 Auxiliaryist Wayne Spivak, Flotilla 13-11, District 1SR, and Inspector Kenneth D. Honig, Commanding Officer of the Port Authority of New York and New Jersey Police Department's John F. Kennedy Airport Command (and currently the Commanding Officer at LaGuardia Airport), recognized the PAPD's need for a customized boating course. Out of this need, Spivak developed a program called the Small Boating Course for Local Law Enforcement (SBCLLE) that blends the qualifications for crew and coxswain with additional tasks specific to the PAPD.

Spivak is the Chief Instructor and Program Manager of this course and coordinates the program through the Director of



Ken Stanley: Commander, First District Southern Region

Prior to on-the-water training the Auxiliaryists conduct a vessel familiarization tour with PAPD students aboard the Authority's 37'6" aluminum catamarans, powered by twin Cummins 380-hp turbo diesels and propelled by Hamilton HJ292 water jets. These rescue boats top out at over 35 knots and are outfitted with 33 eighteen-person life rafts. Each boat can deliver enough raft capacity to handle a water based aircraft rescue mission for the largest aircraft landing at JFK International or LaGuardia Airport.

the Auxiliary for the First District. The primary text book is the Auxiliary's *Boating Skills and Seamanship* (BS&S).

Hal Marschall of Flotilla 13-6, has served as Deputy Chief Instructor and Deputy Program Manager and during the first three courses managed the day-to-day operations. Numerous Auxiliary instructors, communicators, crew members and coxswains commit to making the program successful.

The two-week course starts with forty-hours of classroom study combining BS&S with customized navigation and chart work as well as rescue and helicopter operations. A modified swim test is a cross between the Auxiliary Boat Crew requirement and Auxiliary Aviation requirement. Instruction also includes life jackets, cold weather exposure suits, and deployment and use of aviation survival rafts.

The second week consists of forty hours on the water where piloting, navigation and skills such as how to throw a life raft from a vessel and inflate it at the same time and how to instruct a person to board the raft are practiced.

At the end of the 40-hour on-the-water training law enforcement students have completed almost the entire series of tasks for both the Coast Guard Auxiliary boat crew and coxswain programs, along with PAPD tasks.

Volunteer members of the United State Coast Guard Auxiliary, District 1 Southern Region, who collectively have thousands of years of diverse experience, were able to provide hundreds of hours of training over the last six years. Whether directly or indirectly involved, the Auxiliary stands fast to its motto, "America's Volunteer Guardians." 🌟

# Ask and You May Receive

When extremely heavy rainfall over the Delaware River Basin brought record flooding and severe damage to New Jersey and Pennsylvania, emergency agencies were challenged by their lack of shallow-draft boats needed in neighborhood search and rescue efforts.

Joseph Giannattasio, SO-PA Division 8 D5NR, of Cape May, New Jersey, watched the event and saw the need for johnboats, PWCs and canoes that could access densely populated neighborhoods. Working with other community-minded people to fulfill the requirement, he was amazed by the response.

"I thought we'd get two or three boats," said Giannattasio, "but I was surprised by the charity of local individuals and families." Within a few weeks Joe was besieged with people wanting to donate their boats. In all

Joe placed five boats with volunteer fire departments, rescue squads, and the Red Cross. A PWC was repaired and is now one of two PWC Operational Facilities in Division 8 5NR. "We use it as a facility and training vessel," he said.

When asked about the challenges of his endeavor, Giannattasio offered the following advice. "Make sure you acquaint yourself with the Auxiliary Manual and your District's policy on donated items and the value thereof, before acquiring a boat for Auxiliary use. There are very specific requirements that must be followed and considered.

A common disappointment in placing boats with first responders were declines

because the first responder agency had no place to store it, or they didn't want to maintain it," Joe said. "We still have two boats to donate." 🌟

## A FLOOD IN THE DELAWARE BASIN RESULTS IN A FLOOD OF BOATS DONATED TO LOCAL CHARITIES



Photo by Drein McKernan

Joseph Giannattasio SO-PA Division 8 D5NR with a donated PWC OPFAC and other shallow draft boats.





USCGC Narwhal

## 'BAD GUYS' ARRESTED IN NEWPORT HARBOR

### Auxiliary joins USCGC Narwhal Training Exercise

The crew of the USCGC *Narwhal*, based in Newport Harbor, California, underwent a week-long "Boarding and Law Enforcement Training" exercise which concluded with the boarding of a Coast Guard Auxiliary Vessel as a mock target of interest.

Commanding Officer of the *Narwhal*, Lieutenant Kristopher R. Ensley, told an Auxiliary Public Affairs Officer, "The exercise was designed to teach the crew members the laws and regulations impacting the Coast Guard's authority as well as the techniques used in boarding recreational and commercial vessels." The *Narwhal* Commander added, "This is also refresher training for most of the crew. It helps keep their skills at a high level, making sure we are able to handle any possible situation we may encounter."



You're under arrest! "Boarding and Law Enforcement Training" for the crew of the USCGC *Narwhal* included learning how to take a suspect into custody. Chief Petty Officer Stephen Neff played the part of the "Bad Guy" in civilian clothes.



LEFT: Kirk Scarborough on far right and Francisco Floriani, second row far left with crew and trainees of the USCGC *Narwhal*.



ABOVE: A delicious Mexican dinner at the end of the exercise was cooked up by FS2 Derek Schutze, chef aboard the USCGC *Narwhal*.

In order to give the crew a realistic setting, Lieutenant Ensley asked the Coast Guard Auxiliary to provide an Operational Facility for the exercise. A vessel was procured from Flotilla 15-8, North Orange County, operated by Coxswain Francisco Floriani, FSO-MT, with crew Don Napolitano, DCAPT-S D11SR, and facility owner and crew, Kirk Scarborough, BCPA-West.

Francisco Floriani is Cutterman, Coxswain, Master Instructor and Interpreter. He is a past Flotilla Vice Commander of District 11, Flotilla 15-8 and currently holds the staff position of Flotilla Member Training Officer. Francisco also sails on the CGC *Eagle* as a navigator/crew member.

Don Napolitano joined the Auxiliary in 1996 and has held many elected and appointed positions including District Staff Officer for the Material Center. He is active in the Boat Crew Program and owns and operates a facility for patrols. Don is a District Captain in District 11-South and is also active in the Maritime Domain Awareness Program.

Kirk Scarborough, an Auxiliarist since 2007, was appointed Flotilla Staff Officer for Public Affairs in 2008 and was elected Flotilla Commander of Flotilla 15-8 in 2009. He is also Assistant District Staff Officer for Public Affairs for District 11 and is the Public Affairs Branch Chief-West. Kirk is a crew member, vessel examiner and Auxiliary Public Affairs Specialist.

The three Auxiliary members were excited to help out with the exercise as it was an opportunity to experience the type of boarding law and law enforcement training *Narwhal* crew



members receive. It also gave the three members some ideas and techniques to use as Auxiliary crew members.

The Training Team was led by Chief Petty Officer Stephen Neff and Petty Officer Stephen Kelly, each with extensive training and experience in surface operations and vessel exams. The *Narwhal* crew members had three days of classroom training followed by two days spent learning how to board boats. Several scenarios were presented to the trainees, ranging from the benign to

an arrest.

At the completion of the week-long exercise, Lieutenant Ensley expressed his gratitude to the three Coast Guard Auxiliary members for their contribution to the training. "It was a great week of training with thanks to the Auxiliary for their help in improving the quality of the exercise. We especially want to acknowledge Frank Floriani for arranging to have the Auxiliary operational facility." Lieutenant Ensley presented Auxiliarist Floriani with the "Ship's Coin" for his services to the officers and crew of the *Narwhal*. Mr. Floriani is a qualified Crew Member of the Watch (CMOW) in his role as crew augmentation aboard the *Narwhal*.

Capping off a hard week's work, the *Narwhal* crew and Auxiliarists enjoyed a cookout overlooking the beautiful Newport Harbor in Corona Del Mar. FS2 Derek Schutze, chef aboard the *Narwhal* whipped up a feast of Mexican food with all the trimmings. As the Auxiliary members left the dock, the *Narwhal* crew gave a salute for a job well done. 🍌



# COAST GUARD AUXILIARY MEMORIAL

Cape May, New Jersey

At the southern tip of New Jersey, Cape May is a Victorian-era seaside resort that is home to the United States Coast Guard Training Center (TRACEN). The base is the primary training center for all Coast Guard recruits. On the entrance drive into the base, off Munro Avenue (so named in honor of Douglas A. Munro, the only Coast Guardsman awarded the Medal of Honor in World War II) there is a small memorial garden with shady benches and a monument with these words:

*“The Coast Guard Auxiliary is the civilian volunteer arm of the United States Coast Guard; brave men and women who donate their time and expertise to support the Coast Guard and improve boating safety.”*



Muriel Lewis, a charter member of Flotilla 2-76 in 1976 and past Flotilla Commander, developed the idea for the Coast Guard Auxiliary Memorial. Recently she recalled that it took about two years from inception to complete the garden. Although Ms Lewis developed the idea, she is quick to share the kudos with those who assisted her. Specifically she noted that without the help of the former Fifth Northern Director of the Auxiliary, now-retired Commander Steve Minutolo, and then-Commodore Robert Perrone, the idea might not have moved forward as quickly as it did. She pointed out that the cost for the monument was borne by the Fifth Northern District of the Auxiliary.

Rear Admiral Sally Brice-O'Hara dedicated the monument in the spring of 2002. “It was an honor to participate in the unveiling of the Auxiliary Memorial at Training Center Cape May,” she said. “It is a fitting tribute to the dedicated volunteers who contribute daily to the success of the Coast Guard. Situated between the Cape May harbor and recruit training campus, the monument reminds us of the many ways in which Auxiliarists serve, from operations on the adjacent waterways, to communications watch at Station Cape May, to instruction at the training center’s classrooms. We would not be able to accomplish our missions without the help of so many talented professionals who proudly give their time and resources. *Semper Paratus* and my personal thanks to all members of the Coast Guard Auxiliary.”

## SAFETY PATROL, CAPE MAY (NJ) CANAL



Photos by Joe Giannattasio, SO-PA, Flotilla 8-2, District 5 Northern Region



ABOVE: Joseph Samtmann, crew member, Flotilla 8-2, District 5, Cape May, New Jersey, keeps vigilant watch during a safety patrol transiting the Cape May Canal.

LEFT: Members of Flotilla 8-2, District 5, Cape May, New Jersey, return from a patrol to USCG Station Cape May. (L to R) George Catanese, Crew; Dave Sagers, Coxswain; Phil Appenzeller, Crew.



# COAST GUARD & AUXILIARY GO GREEN IN NEW YORK CITY

MARCHING IN THE ST. PATRICK'S DAY PARADE

For over 248 years the Irish of New York City have marched on St. Patrick's Day. On March 17, 2009, 125 active duty, reservists, and Auxiliarists joined Coast Guard Sector New York in "The Wear'n of the Green." They were led by Commodore Steve Ackerman, First Southern District, and the Coast Guard Ceremonial Honor Guard carrying flags and rifles. At 64th Street the unit was saluted by Captain Robert O'Brien, Commander of Sector New York, and other Coast Guard officers.



Photo by Dee Thompson, Division 4 Public Affairs, First District, Southern Region

Photo by Rose Castrobran, Flotilla 3-5, District 11 Southern Region.



LEFT: On "Whale of a Day," visitors enjoy a tour of the Point Vicente Lighthouse, Palos Verdes, California.



Photo by Kim Castrobran, Flotilla 3-5, District 11 Southern Region.

STORY BY C. DOUGLAS KROLL,  
Ph.D., Flotilla 11-11, District 11, Southern Region

BELOW: Kim Castrobran, Flotilla 3-5, District 11, Southern Region, giving students from Port Hueneme Elementary School a tour of Point Hueneme Lighthouse.



Lighthouse Keeper at Point Vicente, Palos Verde, California, is Eric Castrobran, Flotilla 5-3, District 11, Southern Region.

Photo by Eric Castrobran, Flotilla 3-5, District 11, Southern Region.



Photo by Rose Castrobran, Flotilla 3-5, District 11 Southern Region

Flotilla 3-5 of San Pedro, California, was recently named the 2008 winner of the Foundation for Coast Guard History's annual award for excellence in promoting the Coast Guard's history. It was the first time an Auxiliary unit has been so honored. The award in the "Small Unit" category (under 30 assigned billets) was presented by the Board of Regents at District Eleven's Annual Training Conference in Costa Mesa, California.

The Foundation's Awards Committee commented:

Members of Flotilla 3-5, District 11 Southern Region, United States Coast Guard Auxiliary, renovated the Point Vicente Lighthouse and opened it to the public, an ongoing commitment they have kept since 1992. That project included the creation of an interpretive museum on Coast Guard and Coast Guard Auxiliary activities, including the displaying of historical artifacts. Since 1992, flotilla members working in conjunction with Aids to Navigation Team Los Angeles/Long Beach have welcomed more than 350,000 visitors to the lighthouse. In 2002 the flotilla tackled the Point Hueneme Lighthouse, creating exhibits and displays telling the stories of the Coast Guard, Coast Guard Reserve, and Coast Guard Auxiliary.

Members were encouraged by then Division 3 Commander, Everett Harper, to prepare their application for the award. In a

## HISTORY AWARD

FLOTILLA 3-5, SAN PEDRO,  
CALIFORNIA, TACKLES  
LIGHTHOUSE PROJECTS

letter to Kim E. Castrobran, Commander of Flotilla 3-5, Commodore Robert Sterzenbach, District 11, Southern Region, said, "I am proud of the efforts of you as leader of Flotilla 3-5, and the members of Flotilla 3-5 for your continued dedication to preserving Coast Guard history through your projects of creating an interpretive museum displaying historical artifacts. Your work at the Coast Guard Lighthouses at Point Vicente and Point Hueneme . . . keeps

the accomplishments of the Coast Guard and Coast Guard Auxiliary in the memory of all that visit these sites."

Established as a non-profit organization in 1999, the Foundation for Coast Guard History provides support to the Coast Guard Historian's Office by encouraging studies relating to the history of the Coast Guard and recognizing individuals, units and public and private organizations for scholarly achievement and for raising public awareness of the Coast Guard's proud heritage. Rear Admiral Paul F. Zukunft, U.S. Coast Guard, Commander, District 11, assisted in recognizing the flotilla.

Auxiliarists are encouraged to become members of the Foundation for Coast Guard History and receive its quarterly newsletter, *The Cutter*, filled with history articles, book reviews and news. Visit [www.fcgh.org](http://www.fcgh.org) for more information.



**STORY BY MICHAEL LARUE,**  
Flotilla 2-4, District 5, Northern Region,  
Planning Assistant, U.S. Coast Guard Sector Delaware Bay

MR. LARUE'S STORY WAS PUBLISHED IN THE WINTER 2008-2009 ISSUE OF *THE COAST GUARD JOURNAL OF SAFETY & SECURITY AT SEA*, *PROCEEDINGS OF THE MARINE SAFETY & SECURITY COUNCIL*. IT IS USED HERE WITH PERMISSION.

# Successful Use of the Auxiliary in the Sector



Photo by Mike Brodey, Commander, Division 7, District 11, Southern Region

On September 13, 2006, the Commandant of the Coast Guard, Admiral Thad Allen, issued a new Auxiliary policy statement that included the following directive:

*“Every commander, commanding officer, officer-in-charge, and program manager shall work closely with their Auxiliary counterparts to fully leverage the resources, skills, qualifications, and profound dedication that reside within the Coast Guard Auxiliary. Such focused collaboration is essential to our unwavering commitment to mission excellence in serving and protecting the public trust.*

We at Sector Delaware Bay have been working to implement this directive, with varying degrees of success, and offer this overview in the hope that other commands may be able to use and improve upon our successes, avoid our mistakes, and work together to overcome obstacles to effectively implement the directive.

In the last few years, Sector Delaware Bay has experienced significant success in attracting a small but devoted and professional group of volunteers to forward our mission. We started with four or five volunteers who, despite some obstacles, persisted with the assistance of people in the command who were convinced that the Auxiliary was both useful and underutilized. These volunteers were able to make a difference, and to convince more people in the command of the Auxiliary's usefulness, such that now we have a dedicated group that provides thousands of hours annually to support the sector.

We are now successfully employing Auxiliarists on the Aids to Navigation team, as our interim educational ser-

vices officer, in the command center and command suite, on the quarterdeck as watchstanders, and (the largest number) in planning. Auxiliarists not only provide administrative support, but also successfully head up projects of their own. An Auxiliarist serves on the sector's history committee. One of our Auxiliarists even turned into something of a physical fitness buff in the last year, and is now active as a unit health promotion coordinator and on the wellness committee.

#### THE CARE AND FEEDING OF AUXILIARISTS

Some key factors played into this success. Our Auxiliarists have always been professional and dependable. They are comfortable and able to work in a military culture. It helped a great deal that

ABOVE: Division 7 member Greg Miller is lent a helping hand to come back aboard after his survival swim training for CG crew on Station Channel Islands' 25' RB-S boat. Lending a hand are BM1 Joe Fitzgerald and MK3 Bill Hobbs.



Photo by Warren Hutton, Communication Services, Flotilla 1-4, District 8, Coastal Region

Flotilla 1-4, District 8, Coast Region with Frank Allen, Coxswain, supports towing exercises with Coast Guard Station Destin, Florida, in Choctowhatchee Bay.



two of our volunteers are retired senior military officers.

Another factor is that we have been selective about the Auxiliarists to whom we give orders. Not every Auxiliarist is going to be a good fit at such a command. It is hard to say no to volunteers, but sometimes you have to. It also takes time and patience to build up trust in the command.

Additionally, our Auxiliarists are willing to put up with a lot, go out of the way to be responsible and make a good impression. They are quick to admit and correct mistakes, and even to seek out correction. Not everyone has this level of patience or humility.

We also found it useful to look for self-starters – people who can take a project and run with it. Active duty personnel and civilian employees often simply do not have time to baby-sit volunteers, so having someone who can take charge and do a good job is most helpful. Conversely, having Auxiliarists who are cheerful about doing grunt work is a great help.

Having a good Auxiliary Sector Coordinator (ASC) is key to the success of our program. Our present ASC clearly demonstrates the important traits necessary—being diplomatic and having good people skills and good judgment. If one is looking for Auxiliary help, it is first useful to identify shortfalls and then look at which Auxiliary billet might fill that shortfall, including the hours and skill sets desired. The ASC may then be able to find people to fill those needs. We are just beginning to get a formalized process in place to facilitate this.

*As with the Coast Guard in general, custom and tradition are very important in maintaining professionalism and dedication among personnel. Sociologically, learning about its history and engaging folks in the customs and traditions of an organization reinforce their sense of belonging and their commitment to being responsible members of that organization.*

#### EXPLORING AREAS FOR IMPROVEMENT

Many obstacles—cultural, personal, and institutional—prevent the successful use of the Auxiliary. Some aspects of the problems facing the Auxiliary are ongoing and unlikely to change. The spirit of volunteerism is unlikely ever again to return to the level it was in the 1950s. However, there are still untapped or underutilized sources of talent. That being the case, we should consider how best to attract the kinds of volunteers we need into the Auxiliary. The most attractive things about the Auxiliary are its traditions (which embrace those of the Coast Guard), its mission set, and the opportunity for fel-



Flotilla 1-4, District 8 Coast Region, supports the Aids to Navigation team at Coast Guard Station Destin, Florida.

Photo by Warren Hutton, Communication Services, Flotilla 1-4, District 8, Coastal Region

lowship with others of similar interest.

As with the Coast Guard in general, custom and tradition are very important in maintaining professionalism and dedication among personnel. Sociologically, learning about its history and engaging folks in the customs and traditions of an organization reinforce their sense of belonging and their commitment to being responsible members of that organization.

At our sector we have seen the benefits of having a brief on sector history. It raises our people's awareness of the past accomplishments of the Coast Guard in this region, makes them proud of being members of the sector, and sets a good example for them to follow. In addition, anything we can do to make our people aware of the Auxiliary and its past achievements, and to encourage pride, will further our goal of a good working relationship with Auxiliarists.

#### GET THEM ON THE WATER

Probably the most attractive mission the Auxiliary has is its involvement in search and rescue. Getting people involved in on-the-water activities is a powerful recruiting tool, and often leads to willingness to perform other kinds of missions. Working directly with the active duty personnel in any kind of operational activity is also a powerful motivator.

Further, people recruited into these kinds of activities will tend to be younger and more physically fit, and thus better in the long term as volunteers. It thus seems prudent that we should better explore opportunities for expanding operational use of the Auxiliary and ways to recruit on this basis.

Physical fitness is necessary at any age, and just about anyone can participate in activities to improve health. It has already been mentioned that we have an Auxiliarist as our

unit health promotion coordinator. Anything that commands can do to get Auxiliarists involved in physical fitness is likely to have payback in terms of a better member who will work and look like a credit to the command. Further, the benefits to one's health provided by participation in Coast Guard wellness activities can be a powerful additional incentive for an Auxiliarist.

#### THIS DOES NOT COMPUTE

Unfortunately, at the same time that the Auxiliary began to function more independently from the rest of the Coast Guard, computer information systems came into use. Separate information systems, separate databases, separate credentialing (including separate systems for ID cards), and separate business procedures made it very difficult to do certain things with Auxiliarists.

Our most recent problem in this respect had to do with travel claims. Other significant problems have to do with getting some kinds of training recorded, with procuring necessary uniform items when the source of supply was a Navy exchange, and even with getting Auxiliarists' phone extensions in the sector directory.

Unfortunately, here at Sector Delaware Bay we wasted hours on sometimes fruitless attempts to get things done with a bureaucracy to whom Auxiliarists are invisible. That can be fatally discouraging for the career of some volunteers. Until those with more authority find solutions to integrate the

Auxiliary better with the rest of the Coast Guard, it is important for anyone using Auxiliarists at the sector to identify these problems, to work together to find ways around the obstacles, and to do everything possible to ensure that our Auxiliarists do not have to shoulder an insupportable and alienating bureaucratic burden in order to be of service. Support from one's Coast Guard supervisor and willingness to intercede with the bureaucracy on behalf of one's Auxiliarists can make a decisive difference.

#### ACKNOWLEDGMENT

The only pay that Auxiliarists receive is the sense of belonging to an important team accomplishing an important mission, and the thank-you of their superiors and team members for a job well done. At Sector Delaware Bay, we have a small annual event for Auxiliarists. The command is also good about ensuring that Auxiliarists receive awards when deserving.

A habit of just saying "thank you" has great benefit and is a powerful motivator. Remember, these people are not doing it for money, and showing gratitude is a very inexpensive way of paying for the hours of service they provide.

The Coast Guard needs all the help it can get, and we should be grateful for the foresight of those in the Coast Guard in the 1930s who saw the need for such a force of volunteers. We can and should take full advantage of the means that they and others who have gone before them have provided to better and more fully accomplish our mission. 🌹



SNBM Jeff Fetherlin and Auxiliarist Greg Miller team up to plug "leaks" in the Coast Guard's Damage Control Wet Trainer, during demonstrations at Station Channel Islands for the Safe Boating Expo at Channel Islands Harbor, Oxnard, CA.

Photo by Mike Brodey, Commander, Division 7, District 11, Southern Region



# DANGER IN PARADISE

## SURVIVAL KITS FOR COMMERCIAL FISHERMEN IN THE UNITED STATES VIRGIN ISLANDS

**B**oating safety is one of the primary missions of the United States Coast Guard Auxiliary. In 2007, District 7, Flotilla 16-2, identified a need in the United States Virgin Islands by local commercial fishermen who venture out in small vessels with little or no safety equipment. Sometimes they do not return. In 2008 one fisherman was lost at sea prompting an unsuccessful five-day search. Another fisherman was found clinging to a fuel tank when his boat sank. The flotilla began collecting safety supplies to equip the fishermen and in 2008 57 survival kits were distributed to fishermen in St. Thomas. The program has since expanded to the islands of St. Croix and St. John.

### SURVIVAL KIT CONTENTS LIST

- Back pack
- Plastic kitchen bag
- First aid guide
- Thermal protective apparel (2)
- Sun screen
- Rocket flares (2)
- Insect repellent
- Signal smoke canisters (2)
- Thermal blanket
- Signaling tape (300')
- Emergency water
- Signal mirror
- Emergency rations (1 box)
- Whistle
- Plastic bags
- AM radio
- Contents card
- First aid kit
- Flashlight
- Information card



In Frenchtown, St. Thomas, United States Virgin Islands, Jim Kreglo explains the contents of a survival kit to local commercial fishermen.

Division Commander Duane Minton, District 7, Flotilla 16-1

In St Croix, under the leadership of Division 16 Commander Duane Minton, and Flotilla 16-1 Commander Lee Elvins, a committee chaired by Kelli Barton, SO-SR, was set up to assemble and distribute 200 kits to fishermen during annual registration in July. In a partnership with Caribbean Inflatable Boats & Life Rafts Inc. (CIBL), owners Howard and Jan French have arranged delivery to an inter-island freighter that will transport crates of safety supplies to St. Croix at no cost to the flotilla or division. The first shipment was in February 2009 and the second in April. Barton has arranged a storage and assembly area where Auxiliarists will put the kits together.

Howard French attended the March 22, 2009, chartering ceremony for St. John Flotilla 16-3. After the ceremony he was thanked for his participation in the survival kit program by Commander David Allen, Director of Auxiliary, District 7 and Rear Admiral Steve Branham, Commander, District 7. French stated that, "Before the Auxiliary approached us we were throwing away most of these supplies because we couldn't store them all."

One interesting concept that has evolved from this project is the use of "Survival Signaling Tape." The idea is to use "police line" or "construction caution" tape to stream behind a disabled vessel. The relatively inexpensive tape (cost of a trolling lure, pack of ballyhoo, or case of soda) can be deployed in multiple streams 300 to 1000 feet in length. Initial experiments determined that the tape would begin sinking if deployed from an anchored vessel in calm conditions, however, it was found that balloons attached to the end of the tape assist in carrying it away from the boat making it more visible to surface craft. If attached to a bimini, fishing rod, boat hook, gaff, or pole spear, the balloons can drift aloft and further increase visibility to other vessels and aircraft.

A request has been submitted to Douglass Hansen, Auxiliary Aviation Coordinator (AAC), at Air Station Borinquen for an exercise to determine visibility at certain altitudes and distances. Equally important factors to investigate are which colors are more visible in various sea and lighting conditions. This mission can be combined with a search and rescue and/or basket lift training. Interestingly, during a recent discussion with commercial fishermen in Frenchtown, Randolph Danet commented, "In the French Islands all fishermen must paint the inside of their



Coxswain David Willems, Flotilla 16-2, District 7, tests the ability of balloons to keep streaming tape afloat in survival situations.

boats yellow."

The new flotilla in St. John has jumped into the program now. Commander, Cheryl Boynes-Jackson, Flotilla 16-3, is making arrangements to assemble and distribute kits in St. John where commercial fishermen are being approached on a one-on-one basis. Recently, members there partnered with St. John Rescue, Inc., on the "Survival Signaling Tape" initiative and are developing a training program and video for the survival kits.

The concept for this program is simple and can be duplicated by any flotilla: First, members collect survival supplies that are donated or purchased. These will initially be stored until enough are accumulated. Next, make up a kit of

survival supplies and place them into a backpack the size of a day pack. Place the survival kit into a kitchen size garbage bag (waterproof bags turned out to be too expensive).

Duane Minton explained the project best when he said, "This is one of the most important projects ever for Division 16 for two reasons: 1) We are putting the kits into the hands of the fishermen that may need them to save their lives; 2) this program creates a direct relationship between the Auxiliary and the commercial fishermen."

Please contact us with any suggestions or comments at the Division 16 web site [www.cgauxvi.org](http://www.cgauxvi.org). Come visit the Virgin Islands! Fellowship is one of the four cornerstones. 🌴

Photo by Quiana Duncan





**Dates:** August 26 - 30, 2009

**Location:** Marriott Oak Brook Hills Resort,  
3500 Midwest Road  
Oak Brook, Illinois 60523-7010

**Room Rate:** \$110. Single or double

**Airport transportation:** Special discounted shuttle rates arranged.

**Friday Fun Night theme:** "Gangsters and The Roaring Twenties"

Oak Brook Hills Spa, Boutique, Pro Shop.



Photo courtesy of Marriott Hotels and Resorts.

## NACON TRAINING SESSIONS

### • ICS 210

Those who have not completed this required task can get help from local members.

### • Exploring Alternative Revenue Sources

How Public Education courses can be used in lieu of standard PE courses.

### • Grant Writing for the Auxiliary Unit

How flotillas can use grants to subsidize income for operating programs and special projects.

### • Recruiting: Best Practices

P Department discussion on how to increase efficiency in recruiting.

### • Retention: Best Practices

How to ensure that members get full benefit of their

membership in the Auxiliary; and other means to retain members.

### • New Member Symposium

Discussions on career paths, uniforms, basic courtesy and protocol, benefits of membership.

### • Leadership Development

Laying the foundation for a path of leadership. What is expected in terms of time and commitment, training, and what Coast Guard and Auxiliary courses are available.

### • Social Media

Discover Skype, blogging, U-Tube, Moogole, and more.

### • Meet the Directorates, and National Staff

What National Staff is working

on and developing to assist the Auxiliary at all levels. Interact with staff on what support is needed and clear the air of potential problems.

### • Crisis Communications

Communicating with the public when decisions must be made quickly with limited information.

### • Diversity within the Coast Guard Family

This training is a requirement for all new members and a refresher for other members.

### • Intro to AUXCHEF

Overview explains how we can expand support for Coast Guard missions.

### • OPSEC

John Goebeler, Coast Guard Office of Security Policy and Management, will present program applications from routine radio communications to computer security concerns; email and Web requirements.

### • Public Affairs Interaction with the Media

Re-enforce your knowledge of Coast Guard and Auxiliary procedures for talking to the news media.

### • Spills, Thrills, and Chills

Hazardous Materials Management. What to do if you find materials that have the potential of becoming dangerous to the water supply and or persons that could come into contact with them.

<http://www.cgauxa.org/nacon/>





Phil Hoge's Coast Guard Auxiliary Operational Facility is under tow by Coast Guard Station Destin during towing evolution training operations, Destin, Florida. Coxswain Rick Webb is at the helm with Randy Black, John Dezzuto, Warren Hutton, and Dave Olsen as crew aboard the facility.



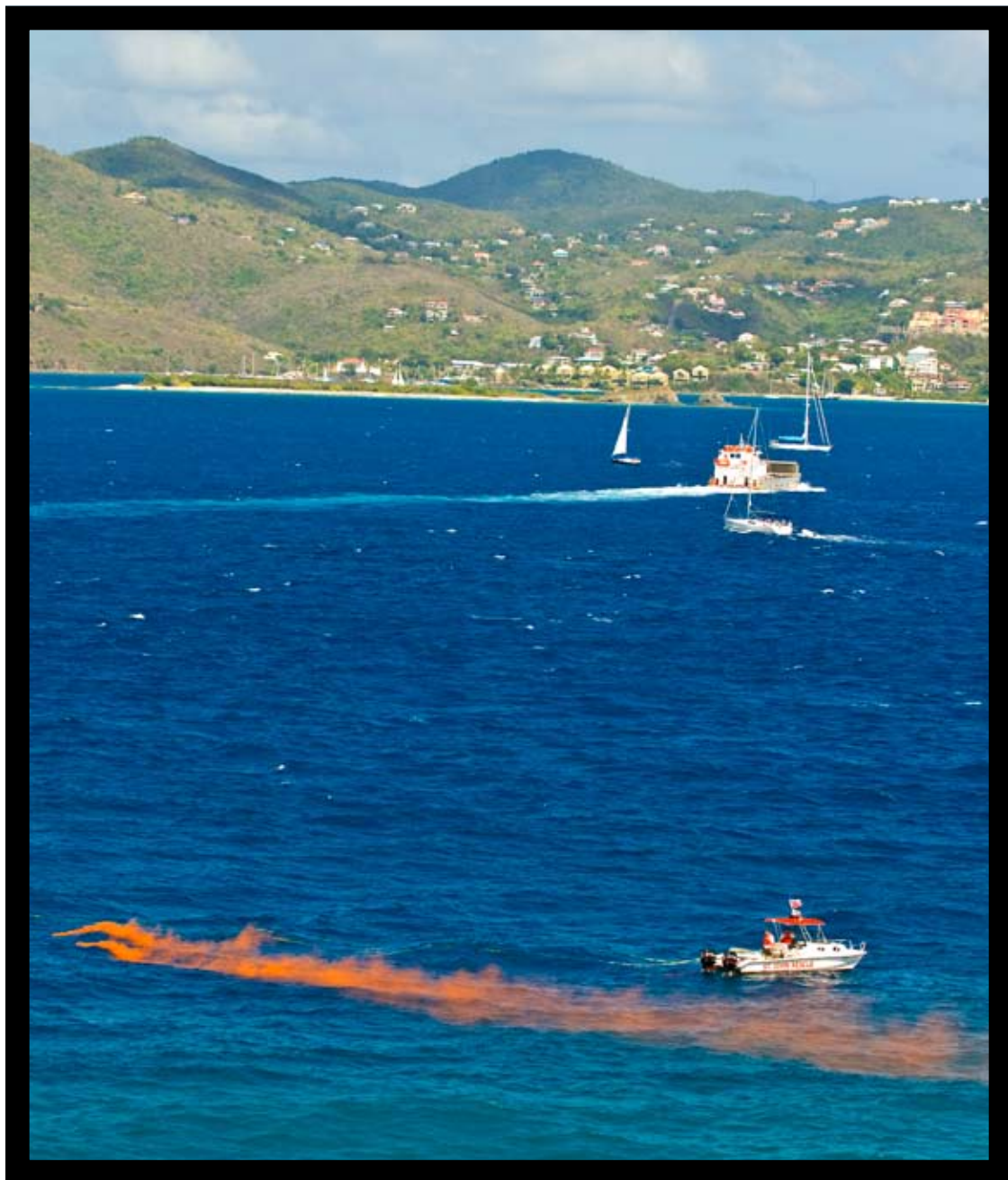


Photo by Quiana L. Duncan

In the United States Virgin Islands Coxswain David Willems and Auxiliarists of District 7, Flotilla 16-2, test orange smoke supplied to local commercial fishermen in survival kits. **STORY ON PAGE 36**

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

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