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

Guidelines for submissions of editorial and photographic content are online at www.auxadept.org/navigator. Please send editorial and photographic submissions to: navigator@auxpa.org.
HEXALECTRUS 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 managed change can cause as much suffering as the original problem. 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.

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 fail 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 plan 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

“The only constant is change.” — HERALECTRUS 540 BC - 480 BC
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 your publication. Contestants must be winners of their respective District contests. Submissions will be sent via the appropriate DSO-PS program or the District/Division Flotilla 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 robwesttor and the District/Division/Flotilla. The following outlines each area:

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 procuring 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, radio, 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, jpciron@warwick.net no later than June 1, 2009.

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 procuring 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, radio, 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, jpciron@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 cornerstones activity may be covered. Entries must be submitted by June 1, 2009. Judging reports are due to DCA/Ad not later than June 15, 2009. DCA/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.

BILL KAUFMANN, AUXOP, APC District 7, Flotilla 5-1 Inspiration at age 92

Meet William “Bill” Kaufmann, age 92, who has been an active member of Flotilla 5 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 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 Commander, 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.

Jeana and Thomas Cook 83 years of combined service.

Thomas 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 Commander, 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.

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.

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 WOOLSEY, PAST FLLOTTIA COMMANDER, SO-NS

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 WOOLSEY, PAST FLLOTTIA COMMANDER, SO-NS

Celebrate
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 and Auxiliary Division 7 President. Trophies were presented for first, second and third place, and prizes were awarded to winners of the longest drive and closest to the pin. The event realized over $21,000 for CGMA.

Goldman thanked his committee and players, adding, “Even in such difficult economic times, it’s just great to see our public sector support the special needs of the men and women in uniform that defend the shores of our great country.”

The Channel Islands Harbor Golf Classic, originally organized by Auxiliary Division 7 and Lieutenant Commander Michelle Goldberg of Channel Islands Harbor, was supported by Captain Paul Wiedenhoeft of Sector Los Angeles/Long Beach, Auxiliary Division 7 Commander, Toby Middleton of Air Station Los Angeles, United States Coast Guard Auxiliary; and Auxiliary Division 11SR and Auxiliary District 11SR Commodore, John Polo, United States Coast Guard Auxiliary.

The Channel Islands Harbor Golf Classic, which benefits Coast Guard Mutual Assistance, was established for completion of ICS-210 (Incident Command System) courses. If you want to invite the Commandant of the Coast Guard or any Commandant’s staff officer to speak at your event, visit the Coast Guard website at http://www.uscg.mil/mcsc/ics210.htm. The course is designed for all levels of auxiliary and coast guard personnel, and is offered free of charge. It is offered through the Auxiliary Safe Boating program. If you need to know if a person is Auxiliary, ask them, their identification card or DSO-PB card will be needed, since Auxiliary Personnel are the only ones who qualify. The course takes 14 hours to complete and is held in a classroom setting.

New Editors at the Navigator
Judy Morgan Darby, BC-APN

Judy Morgan Darby has been appointed Editor of the Coast Guard Auxiliary Navigator magazine. Judy comes to her new position from Flotilla 42, District 8, Mandeville, Louisiana. A paraglaf and long-time free lance aviation 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, and boat features for the high performance powerboating industry. Other magazine credits include Sea Ray Living, Baja, Trophy, Sea Pro, Boat Racing Monthly, Taste, and Pontoonchatre Magazine. Photo credits include numerous covers in addition to her work published in Louisiana 24/7, Solon 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, Tchefuntche River, two miles from Lake Ponchartrain with husband Noel, a licensed 100-GT captain and an eight-year-old Yorke named “Sailor” (aka “The Terrier”).

Karen L Miller, BA-APN

Karen 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 her earned several first place publications awards in the Seventh District. She was editor of the District’s “Breeze,” as a function of her D50-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 SABAR in 2006. Retired from ownership of her own communications 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 “R diluted” 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 noncomformists to get the job done. We like to think of ourselves as yet another inside of the proverbial box. However, there is a time to stay inside that box. As we plan 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 but 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 Commander and the District Commodore. If you want to invite the Commandant of the Coast Guard or any Flag Officer (other than a DDR or District Commodore), 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 invitation 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.
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

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.
Every three months a team of “Coasties” goes out to perform maintenance and repairs on the light and foghorn. On a recent maintenance trip the Aids to Navigation Team from Los Angeles/Long Beach (LA/LB), led by EM1 Juan Matos, Sector LA/LB, California, was joined by USCG Captain Paul Wiedenhoeft, Commander, Sector LA/LB, his wife and two teenage children; USCG Captain John Caplis, Deputy Commander of Sector LA/LB; USCG Lieutenant Marcus Gherardi, Commanding Officer Station Channel Islands Harbor; and Mike Brodey, Division Commander, D11SR and Larry Owens, Flotilla Commander, Flotilla 7-2 D11SR, two Auxiliarists from Division 7 who regularly augment crews at Station Channel Islands Harbor. The team boarded a 47’ Motor Life Boat with USCG BM2 Jimmy Allen, Coxswain, Station Channel Islands, Oxnard, California, at the helm. About an hour later the party arrived at Landing Cove. A misnomer as it involved no actual landing at all, rather securing fenders and pulling up as close as possible to a ladder while the boat tossed in the surge. Coxswain Allen held the boat in place while the crew stepped, one after another, from the boat to the ladder and up to a wooden platform. Maintenance gear was passed from the boat onto the platform, and once unloaded, the task began of hauling it up a steep, 150-step stairway, 200 feet to the top of the cliff. Captain Wiedenhoeft, who said he relished the chance to get out from behind his desk and get his hands dirty, cheerfully hauled a box of equipment weighing over 50 pounds up 200 feet. The views in every direction were breathtaking.

Anacapa Island is comprised of three small islets extending four and one half miles from east to west. The lighthouse station, built in the Mission Revival style, includes the lighthouse and fog signal building upslope from the original keeper’s quarters, a water tank building, and other service buildings. It is located at the tip of the islet at its highest point of about 250 feet above the water. The lighthouse rises 40 feet and the light is reached via a winding staircase. It’s quite amazing to note that only a small halogen bulb radiates a 1.1 million candlepower beacon. The bulb is on a rotating wheel containing six bulbs. As one burns out, a new bulb rotates into position. Adjacent to the lighthouse is a smaller structure housing a bellowing foghorn and beeping radio signal. Working together, the station guides ships safely through the coastal shipping lanes. The view of the islet chain and California coast from the top of the lighthouse is incredible.

One of the interesting aspects of the visit was the discovery of two rock carvings near the lighthouse, one noting the end of World War II and the other, the dropping of the atomic bomb on Japan. Captain Wiedenhoeft’s son inquired innocently, “Were these islands occupied by the Japanese then?” We told him, “No, but only about 60 miles up the coast a Japanese sub shelled the shoreline at Goleta.”

The National Park Service has a center on Anacapa where visitors can learn about the history of the lighthouse and the island’s abundant wildlife before enjoying an easy, one-and-one-half mile hike. The original lead-crystal Fresnel lens, which served as a beacon to ships until an automated light replaced it in 1990, is on exhibit in the visitor center. The lighthouse itself is off limits to visitors.

After spending about two hours at the site, mission accomplished, the group climbed down to the landing area and boarded the motor life boat for the trip back to Channel Islands Harbor.

If you want to visit Anacapa Island, the park is open all year except for major holidays. Transportation is by watercraft, either private, or by one of the Park’s official water taxis. The Park Service says that a visit to the Channel Islands is “an exercise in preparation and self-reliance.” There is no food, shopping or remedies for poor planning once you have arrived. There is no fee for visiting, but contact the concessionaires for their fees. No pets are allowed. Camping is by permit.

For more information visit www.nps.gov/chis/.
Non-pay Benefits Available to Coast Guard Auxiliarists

As a Coast Guard Auxiliarist, you are eligible for the non-pay compensation benefits of the Coast Guard Morale, Welfare, 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 online! To find the CGES store closest to you, or to shop CGES from the convenience of your home, visit 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, gyms, cinemas 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. 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

The establishment of the CSC marked the completion of the establishment 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!

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, Welfare, 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.
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 later).

“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.”

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 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)

**STORY AND PHOTOS BY RANDE WILSON,**
Public Affairs Officer FSO-PA, Flotilla 7-2, D1SR, Norwalk, Connecticut

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

Navigator 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 unnecessary by Navigator, email a brief (100-150 word) 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.

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:

a. The first time you mention someone’s name, give the full name, appointed or elected position, flotilla, district, and city.

b. For Coast Guard personnel, provide rank/rating and full name, duty assignment, and unit to which he/she is assigned.

c. 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.”

• Do not crop, enlarge, or enhance photographs.

• 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@auxadpt.org or call CGMA Headquarters at 1 (800) 881-2462.

• 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.

EDITORIAL CONTENT

Navigator is always interested in acquiring good, clear, in-focus subject 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 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 doing so will destroy the last time, degrading the quality of the image. Always SAVE AS, giving it a new filename, in the highest .jpg possible.

Email to navigation@europe.org or send on a CD via snail-mail to: Judy Darby, Navigator, 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 visible, left-to-right, with full name, flotilla and district, town and appointed or elected position.

In identifying an Auxiliary source OPPAC, refer to it as an “Auxiliary Operational Facility,” on first mention and OPPAC in subsequent mentions. Put the vessel name in italics. ADDAC and OPPAC are not interchangeable; they are two different things. (See AUXMAN.) In both articles and photographs, identify the coxswain (surface) or aircraft commander (air) as such, in addition to any office other may hold (e.g., coxswain John A. Smith, DSO-AV 10 DPER).

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

We need as many great vertical shots as horizontal ones:

PHOTOGRAPHIC CONTENT

Coast Guard Auxiliary 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 guards, 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 million in financial assistance in more than 5,500 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.cgmaq.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.

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

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

CGMA 2009 Contribution Form

Print Name
Street Apt#
City, State, Zip Code
Signature (for credit card)

District / Region / Flotilla

Account Number:

Exp. Date:

Thank you in advance for your generosity. For more information, please visit www.CGMAHQ.org or call CGMA Headquarters at 1 (800) 881-2462.
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

Among 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 20,000 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 vessels 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.

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 MARITIME SAFETY & SECURITY COUNCIL. USED BY PERMISSION.

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 the 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 mes-
sages to the members, keeping them informed and alert throughout emerg-
ent and long-term situations. The immediate availability of these human sensors acts 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 oth-
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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 Police Department (PAPD), 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.

Prior to on-the-water training the Auxiliarists conduct a vessel familiarization tour with PAPD students aboard the Authority’s 37.6” aluminum catamarans, powered by twin Cummins 380-hp turbo diesel engines 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.

In 2004 Auxiliarist Wayne Spivak, Flotilla 13-11, District 4 commander, First District southern region who, for over 20 years has served as a member of the United States Coast Guard Auxiliary for the First District. The primary textbook is the Auxiliary’s Boating Skills and Seamanship (BS&S).

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.

When asked about the challenges of their 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.”

Ask and You May Receive

In January 2009, 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 D5SRN, 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.

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Photos by Dee Thompson, Division 4 Commander, First District Southern Region
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.”

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, FS0-MT, with crew Don Napolitano, DCAPT-S D1ISR, 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 cool down overlooking the beautiful Newport Harbor in Corona Del Mar. FS2 Derek Schutzke, 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.

Auxiliary joins USCGC Narwhal Training Exercise

‘BAD GUYS’ ARRESTED IN NEWPORT HARBOR

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.
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.”
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.

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 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 for more information.
Successful Use of the Auxiliary in the Sector

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 services 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

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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
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 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 shortcomings 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 reinforces their sense of belonging and their commitment to being responsible members of that organization.

**EXPLORE 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 fellowship with others of similar interest.

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

Survival Kits for Commercial Fishermen in the United States Virgin Islands

Boating 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.

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 2008 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 Brantham, 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 litter here, pack of baliboo, 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 biminny, 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 fill 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 boats yellow.”

The new Flotilla in St. John has jumped into the program now. Commander, Cheryl Boyines-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 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. Come visit the Virgin Islands! Fellowship is one of the four cornerstones.

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 (500')
- Emergency water
- Signal mirror
- Emergency rations (1 box)
- Whistle
- Plastic bags
- First aid kit
- Sun screen
- Contents card
- AM radio
- Flashlight
- Information card

Photo by Quiana Duncan

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

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.

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.
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