



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer Lifesavers®

Navigator

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On the cover: "Uncle Sam" salutes Division Ten, D11SR's contingent in the Phoenix, AZ annual Veterans Day Parade, November 11.

Photo: Tom Nunes

SEND SUBMISSIONS TO: editor@navigator.pa.org

DEADLINES

SPRING: Feb. 15

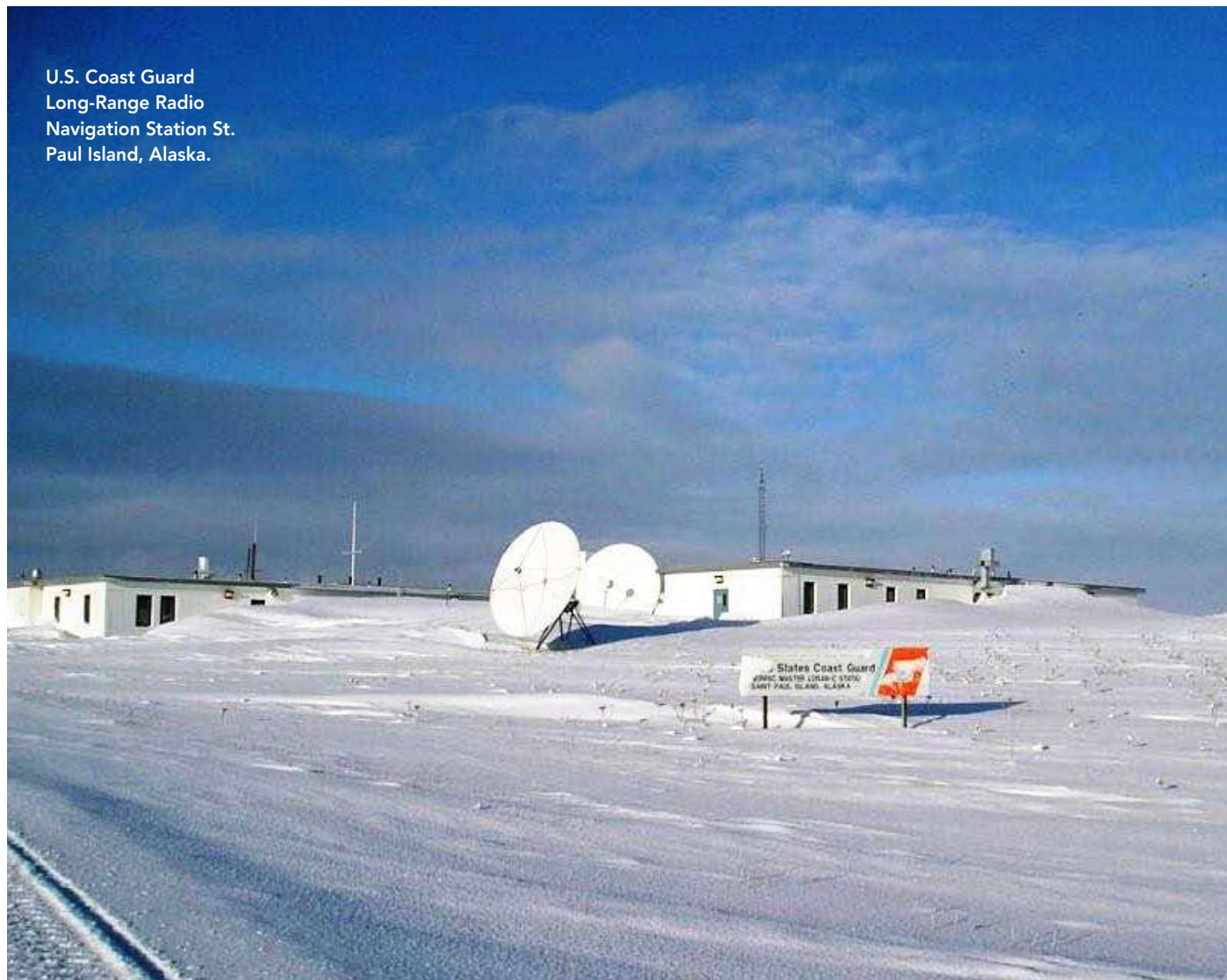
FALL: AUGUST 15

SUMMER: May 15

WINTER: Nov. 15

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U.S. Coast Guard
Long-Range Radio
Navigation Station St.
Paul Island, Alaska.



Alaskans Turn Their Backs On A Sunny Island Vacation

...opting instead for a mission on blizzard-prone St. Paul

Story and Photos
BY ROY STODDARD
DCOS 17

Stay at home during the cold, dark winter in Alaska or vacation on a warm, sun-drenched island in the Pacific?

Most Auxiliarists would agree that is not a particularly difficult decision to make. And, it's no surprise that most Alaskans would jump at the opportunity to follow-the-sun during winter-time. But, things are not always as logic dictates they should seem.

To set the mood, consider this: St. Paul – a 40 square mile spit of land plunked down amid the five-island Pribilof chain – sits in the Bering Sea, some 750 air-miles west of Anchorage, “as the raven flies.”

St. Paul is the breeding ground for more than 750,000 Northern fur seals and millions of nesting sea birds, and it is surrounded by some of the world's richest fishing – and most dangerous – fishing grounds.

And, by the way, it's also known for its harsh winters with seemingly-nonstop blizzards.

Such cocktail party trivia is interesting – if you're a nature photographer, perhaps – but it is not why four hardy District 17 Auxiliarists volunteered for duty there during the early 2008 crab-fishing season around the remote island.

So, what is the reason? Well, in fact, it's U.S. Coast Guard LORAN Station St. Paul.

This "how-I-spent-my-winter-vacation" tale began to unfold when Commodore Michael Robinson, DCO-17, received a letter from CWO2 Chuck Thompson, Commanding Officer, CGSTALORAN St. Paul.

Could the Auxiliary provide several members able to cope with rugged physical conditions that included below-zero temperatures, snowdrifts averaging 12 feet, and howling winds that averaged 60 mph, he asked our DCO. If so, they also would have to be available to travel out to St. Paul for rotating two-week missions to assist at the LORAN Station from January to April.

COMO Robinson issued a call for volunteers and, within hours, received "applications" from four intrepid Alaskans – Marcia Pickering, FSO-IS 11 (Juneau); John Bury, FL-24 (Whittier); David Brubaker, DSO-AV 17; and, me (Roy Stoddard, DCAPT 17).

For the four of us to experience a part of Alaska that receives few visitors – and to do so at *the absolutely worst possible time* – surely would be the opportunity of a lifetime.

The Coast Guard would handle the complicated logistics, including our transport out to St.



Aerial photo of St. Paul Island shows just how snow-covered, cold and remote the Coast Guard facility really is.

Paul Island on USCG HC-130 aircraft.

Each winter, LORSTA St. Paul – which boasts a 1 mW Master transmitter signal blanketing an area of some 2,500 nm – receives additional air and ground crews from Coast Guard Air Station Kodiak.

Each crew arrives on an H-60 helicopter with four pilots, two rescue-swimmers, and two aircrew members, who spend two weeks at a time during the hazardous crab season. Their mission is simple – saving lives in the treacherous Bering Sea – but, of course, it's more complicated than just that.

On the other hand, our duties at the Coast Guard Long-Range Navigation Station (LORSTA) would include helping with runway and maintenance snow-removal, assisting the Station's cook, and any other support activities that were needed and could be performed by Auxiliarists.

Snow-removal may not seem like a glamorous job, but it is crucial for the air crews operating from St. Paul Island because the search-and-rescue missions and safety patrols must be able to get underway quickly, once the call for Coast Guard assistance is received.

Commercial fishing still has the highest on-the-job fatality rate of all occupations. The U.S. Labor Department says that fully one-third of all work-related deaths in Alaska are fishermen – a rate 36 times greater than for all other occupations.

In the past, the crab-season opening was calculated by the hour. Some openings were as brief as 80 hours for the entire fishing fleet, and each crew had to deal with

David Brubaker, DSO-AV 17, and Chief Warrant Officer Jay Menze check out the newly-arrived, \$170,000 Tucker-Terra Sno-Cat at LORANSTA St. Paul Island.



whatever adverse weather Mother Nature chose to throw at them.

Openings have been lengthier in recent years, however, allowing crab-fleet captains to schedule their trips by studying local weather forecasts in advance. This allows them to plan safer and more profitable trips in the Bering Sea, which – make no mistake about it – is still a *very* dangerous place to be earning a living.

Nonetheless, Coast Guard aircrews still were very much needed during winter 2008. This was very apparent, for example, on Easter morning at 0252 when 47 persons had to abandon the sinking 189-foot F/V *Alaska Ranger*. By the end of this SAR mission, four bodies had been recovered, one was lost at sea, and 42 were rescued from the sea's frigid waters.

Upon arrival at St. Paul, we were met by CWO Thompson, one of whose goals was to train us during our rotations to operate heavy snow-removal equipment under harsh weather conditions at a remote location. That would enable us to be of assistance to active-duty forces at any remote venue.

All four of us came away from the experience with multiple qualifications on Bobcat and Case front-end loaders, and two of us can boast quals on the newly-arrived \$170,000 Tucker-Terra Sno-Cat used to transport St.



Marcia Pickering, FSO-IS 11 D17 (Juneau) makes a night-time visit to the Port of St. Paul Island.

Paul-based Coasties to and from the LORAN transmitter site during bad weather.

During our stays on the island, we were pounded by no fewer than 12 major snowstorms. Because of heavily-packed 10-12 foot snowdrifts, we often had to exit the main building via its emergency hatches in order to be able to shovel snow away from the normal entryway.

The work had its frustrations. The downside was that we would clear an

area of snow but, no sooner had we finished, than the wind would return the snow. The upside was that this vicious cycle, repeated daily, provided certain job-security for those of us who had volunteered for this Great Adventure.

We're happy to report, though, that it was not all work and no play. The Station had a workout room filled with lots of exercise equipment. Also, the Tundra Dome recreation room (ironically decorated with South Seas beach-scene wallpaper) provided opportunities to get to know the St. Paul crew, watch movies, or just plain relax.

And, for additional diversion, Bury (KL7QZ) fired up his HF amateur radio, with plans to send valued – and rare – St. Paul Alaska QSL cards to all hams with whom he made on-air contact.

Brubaker later observed that, "Many of the Coasties had never worked with Auxiliarists before. They weren't sure who these 'old folks' really were. The greatest benefit of our presence was the experience and the exchanges between us and the active-duty personnel. The age-differences could clearly be seen; less obvious were the differences in past-experiences, talents, background and skills."

The bottom-line clearly is that as Auxiliarists, we never know when, or where, an opportunity may arise [to] offer our skills to assist the Coast Guard. Our multi-week "working vacation" turned into a grand experience, despite being on one of our planet's most-remote islands. Heck, we can kick-back on a Hawaiian beach any old time! ☺



On hand in Hangar #1 at Coast Guard Air Station Kodiak for pre-flight weather and operations briefings are, from the left, Rear Admiral Arthur Brooks, Commander, Coast Guard Seventeenth District, Auxiliarist John Bury, Flotilla 24 D14 (Whittier); and, Lieutenant General Douglas Fraser, Commander, U.S. Air Force Alaskan Command.



COMMODORE
**NICHOLAS
KERRIGAN**
NATIONAL
COMMODORE



ON THE WEB

You can go to the National Commodore's page at www.auxnaco.org for more information on the U.S. Coast Guard Auxiliary

FROM OUR NATIONAL COMMODORE...

Let me begin by saying what an honor and privilege it is to serve as your National Commodore. I have held many high level positions in my career, but this position is unique in the challenges and responsibilities it carries with it.

COMO Budar, and others before him, have placed the Auxiliary on a true course to meet the many challenges ahead. How we face these challenges will determine not only our success, but our legacy; I am confident that our watch over the next two years will be one that we are all proud of.

President John F. Kennedy once said "Change is the law of life. And those who look only to the past or present are certain to miss the future." As I take the helm of the United States Coast Guard Auxiliary, we will continue to face almost constant change, and move into new and uncharted areas of responsibility.

The "new normalcy" in the post 9/11 era is anything but normal and

predictable. It will be up to me and the Executive Leadership of the Auxiliary to navigate us through these uncharted waters. Our job will be to provide the way ahead to our membership so that we can better support the Coast Guard and the nation.

Our goal is not just a continuation of the superior level of service that we have provided for almost 70 years now, but a bold enhancement of that service to include an entirely new set of actions and directions in support of recreational boating safety and America's Maritime Homeland Security. In other words, we plan to take our organization to the "next level."

Our continuing vision for the Auxiliary is "To meet America's changing Maritime Safety and Security Challenges, while concurrently bringing to the American Public an array of Homeland Security, Recreational Boating and Marine Safety programs."

Simply put, contributing to the safety and security of our citizens, ports, waterways and coastal regions will be our paramount mission. We will continue to balance our missions of Recreational Boating Safety and Coast Guard Support, with Maritime Homeland Security and other challenges that emerge as a result of our growing understanding of changes required in the Post-9/11 era.

As you probably know, we are hard at work at implementing our modernization efforts, to better align ourselves with the Sectors. I believe this will further our efforts to achieve an optimal balance between our traditional boating safety missions and emerging Homeland Security requirements, while being an ever important force multiplier for the Coast Guard. You can continue to depend on this fusion of safety and security missions, as the Coast Guard Auxiliary confronts these 21st Century Challenges.

Walt Disney said, "Somehow I can't believe that there are any heights that can't be scaled by a man who knows the secrets of making dreams come true. This special secret, it seems to me, can be summarized in four Cs. They are curiosity, confidence, courage, and constancy, and the greatest of all is confidence. When you believe in a thing, believe in it all the way, implicitly and unquestionably."

In short, **I am a fervent believer that the United States Coast Guard Auxiliary can and will meet any challenge.**

Watchwords: "Leadership, Performance, and Readiness."

As NACO, I have chosen my watchwords to be Leadership, Performance, and Readiness. I believe that these are three key areas we most focus on.

Leadership is the ability to influence others towards a common goal, and the best leaders keeps his eyes on the goal, not on himself. Management guru Peter Drucker once said, "The leaders who work most effectively, it seems to me, never say "I." And that's not because they have trained themselves not to say "I." They don't think "I." They think "we"; they think "team." They understand their job to be to make the team function. They accept responsibility and don't sidestep it, but "we" gets the credit. This is what creates trust, what enables you to get the task done." This is my goal as a leader – to achieve more through improved teamwork and process improvement.

Periodically, I try to ask myself: "Am I perform-

"Don't lower your expectations to meet your performance. Raise your level of performance to meet your expectations. Expect the best of yourself, and then do what is necessary to make it a reality."

— FOOTBALL GREAT RALPH MARTSON

ing at the top of my game?" I suggest we all do this from time to time to hold ourselves accountable, and to make sure we live up to our own expectations. Football great Ralph Martson was quoted as saying "Don't lower your expectations to meet your performance. Raise your level of performance to meet your expectations. Expect the best of yourself, and then do what is necessary to make it a reality." Again, I believe Auxiliarists should expect the best of themselves, and do the best they can to live up to those expectations.

Responsibility is a daunting word to many, as is the word readiness. Readiness is a grand part of our tradition as members of the Coast Guard family. Dietrich Bonhoeffer, a German university professor once said "Action springs not from thought, but from a readiness for responsibility." As Auxiliarists, we are a part of the Coast Guard family, and need to strive to be SEMPER PARATUS – always ready to accept the challenges that lie before us.

In sum, the Auxiliary National Leadership will focus on my watchwords of leadership, performance and readiness. We will continue to develop leaders who possess the courage and character to make the tough decisions, who motivate and bring out the best performance in our members, and reiterate the need for readiness (to always be SEMPER PARATUS) for what the Commandant has called "All Threats, All Hazards."

As your National Commodore, I assure you, that the Coast Guard Auxiliary will remain a trained and ready resource, on course and ready to answer all the calls.

Semper Paratus! 🌟

Navigator

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NACOS

STEVE
McELROY

FLOTILLA 9-10,
FIFTH DISTRICT-SR



'CREDIBILITY – WITHOUT IT, WE PERISH!'

The dictionary defines credibility as "the quality, capability, or power to elicit belief." The men and women of the Auxiliary have spend the past 70 years building these traits into our core actions and have shown all of our customers that we can produce enormous and duplicatable results. The need for credibility has never been stronger than it is today. We are tasked from many directions, we accept those tasks, and we strive to accomplish all things asked. From mission support to new non-traditional roles, we are reaching out, establishing new frontiers within our organization, the Coast Guard, and the public boating population of the United States.

We have worked hard to get to where we are today and we must maintain this credibility for the successful future of the Auxiliary. Every time we obligate ourselves, we become ambassadors of the Auxiliary and hold the organizations credibility in our individual hands. It is the same inside the Auxiliary as well as outside. No matter if it is a member, staff officer, or elected officer; our actions carry the responsibility to carry out the commitments made. The numbers speak for themselves and you are to be commended.

So, if that's the case, what's the challenge? Simply this—Credibility takes years to build and mere moments to destroy. Every time negativity rears its ugly head, it chips away at the foundation of the Auxiliary. It doesn't matter if it is a simple comment during a flotilla meeting that turns a potential mem-

ber away, not showing up for an assigned mission, an unkept promise, or a comment made on an internet blog, the damage is done and each time we come away a little more tarnished than before. In most cases the negative comments deal with an individual problem that has not been resolved to a member's satisfaction or properly explained as to policy. This happens mostly when members go outside the chain of leadership and management and is usually a total surprise to those involved. The Auxiliary has well established procedures to deal with complaints, problems, and dissatisfaction. We must solve our own issues rather than broadcast them to other members, the public, or the Coast Guard.

We are a widely diverse group, and as such, there will always be instances of disagreement, frustrations, and questions. We have seen this throughout this year with the modernization of the Auxiliary and we each have an obligation. The elected officers must ensure that the reasoning for change is well defined and completely understood by all members and allow them to voice their opinion. However, after the discussion phase is complete and the decision is made by the majority; the member has the obligation to accept the situation and to be supportive of those decisions.

A united team can accomplish unbelievable feats and nothing can stop its progress. Let's all commit to this effort and never forget that this team will continue to be a dominant force for years to come. 🌀

2009 MEMBER SURVEY

By DANTE J. LAURINO, DC-P

It's time to voice your opinion! The 2009 Member Survey is here! Every few years we like to take the "pulse" of our membership and determine our demographic make-up and gain some insight into how our organization can be more effective for our members. Your participation in this survey is critical.

If you have taken the survey in past years, you'll notice that some of the questions are the same. This allows us to track year-over-year trends in the perceptions of our members, and helps us to chart our progress in some key goals. This data helps us to make "course corrections" and direct our efforts more effectively.

Your responses to these questions are held in strict confidence. Data collection methods have been set up that preclude the identification of a particular member with their responses to the survey questionnaire. We want you to feel comfortable that you can respond to this survey with honesty and candor.

To take the survey, go to <http://nws.cgaux.org/2009survey.html>.

The survey is available only online.



Destroyermen Three Minutes To War

By Richard Tennent

Reviewed by Rob Westcott,
Publications Division Chief



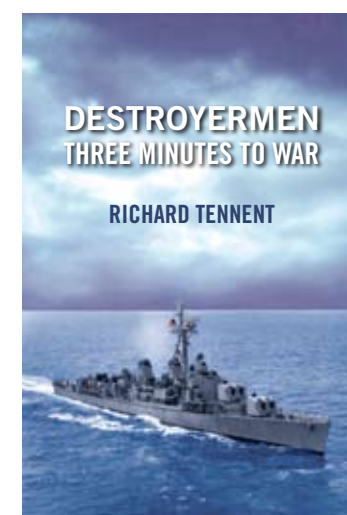
Chief Engineer, at work-1956



Richard Tennent

Above: DD beginning practice torpedo attack

For many in the current generation, the Cold War is something far removed from experience, something that one read about in History class. For Auxiliarist Richard Tennent, it was a real-time experience in living on the cutting edge of history, when history stood a very real chance of ending suddenly. Richard Tennent was a Destroyerman, a Naval Officer sailing into harm's way at the height of the Cold War.



Planning on a peaceful, nondescript retirement after a forty-two year law practice, Tennent's life received another jolt two months after taking down his shingle. The day was September 11, 2001 and we all know what happened that day.

Like a number of us in the Auxiliary, Nine-Eleven was a call to return to the service of our country, and Richard Tennent answered that call by joining the Coast Guard Auxiliary. His service in the Auxiliary, in turn, awakened memories of another time of service, and a Cold War novel of exceptional quality was born. *Destroyermen – Three Minutes To War* is that novel, and it is not one you can put down easily.

Destroyermen is the fictional story of the men, and particularly of three Lieutenants Junior Grade, serving on the Destroyer USS George Dewey, a Sumner Class Destroyer similar to the USS James C. Owens (DD776) on which author Tennent served.

The time was 1956, a time remembered now for the Hungarian revolt that was ultimately in blood fashion suppressed by the Soviet Union, and of the Suez Crisis. While at home as those of us in grade-school were learning to duck under our desks and cover our heads with our hands in case of nuclear attack (a rather silly notion looking back on it), the crew of the *Dewey* was heading into the Mediterranean, and into the crosshairs of a number of groups that had no use for the United States.

Author Tennent, a creative writing major in his undergraduate years, takes us on board the *Dewey* and inside the minds of its crew with prose that grabs our attention and never lets go. We smell the leaking hydraulic oil, hear the hiss and feel the steam from leaking steam pipes. Like the



Richard Tennent
present day

crew, we can't wait to get topside and get a breath of fresh sea air. We feel the tension and indignation of having to deal with an inept and egotistical Executive Officer, and are relieved when he is

transferred mid-story. We go *sub-rosa* into hostile Middle East territory and barely escape with our lives, and when we heal up, we face the Soviets *mano-a-mano* and ship v. ship.

Like a good episode of *Law and Order*, there are many twists and turns along the way, and while there is an occasional period of calm seas, there are no points where our interest goes dead in the water.

Destroyermen does more than give us a number of hours of reading pleasure. It makes us think hard and long about the precious and fragile nature of our freedom, and of the cost to purchase and maintain that freedom.

Its author also has some lessons to teach us through his life. Whatever our age, we all have a mission and a call, and the obligation to take what we are blessed with and make a difference in the lives of others. Richard Tennant has written his first novel at age 77, and this first one is a great one. In the Auxiliary he has served in numerous offices and is a qualified Crew Member, Instructor, Vessel Examiner, and Program Visitor.

His book is available at booksurge.com, amazon.com and target.com.



AUXILIARY SUPPORT TO COAST GUARD HEALTH SERVICES

Story by
COMO VIC CONNELL MD

Chief, Auxiliary Support to CG Health Services

I am pleased to announce that our National Commodore has appointed an Auxiliary Staff to facilitate Auxiliary Support to CG Health Services.

Auxiliary Support to CG Health Services gives primary care professionals (e.g., physicians, dentists, nurse practitioners and physician's assistants) the opportunity to perform certain tasks in support of CG Health Services, if there is a need at a nearby CG Clinic. There are also certain areas in which Emergency Medical Services Personnel may participate.

Program information and application materials are detailed in COMDTINST 6010.2B, which will be soon be available on our web page, and can also be found here:

http://www.uscg.mil/directives/ci/6000-6999/CI_6010_2B.pdf.

As CG needs change, there may be new missions in which Auxiliarist health care professionals (HCP) may participate. One recent example: the

CG has implemented a new Auxiliary program in support of the National Maritime Center, training local Auxiliarist HCPs to review physicals and certain medical documents.

NACO has appointed a Chief, Auxiliary Support to CG Health Services on his personal N-Staff, and has authorized additional appointed staff positions in support of authorized medical support activities.

The current Auxiliary Staff members appointed are: COMO Victor Connell, MD – Chief, Auxiliary Support to CG Health Services and AIM Medical Team Coordinator; Email: vconnell@sbcglobal.net. Brian Lichtenstein, PA-C – Area Manager, Atlantic East; Email: brianpacard@aol.com. Joseph Sopko, MD – Area Manager, Atlantic West; Email: jasopko@roadrunner.com. Harold Holderness, DDS – Dental Manager; Email: sweetporsche@hotmail.com. (Deputy Chief and PACAREA

Manager Positions are temporarily vacant; PAC Area issues can be directed to Vic Connell for now.)

Our Auxiliary Support to CG Health Services Staff's primary efforts will focus on maintaining an Auxiliary HCP database, recruitment, retention, and facilitating the application process for prospective volunteers. The Staff will disseminate information using the existing Auxiliary Chain of Communication and Leadership and occasionally use other venues such as NTRAIN and NACON. We will also be developing a new Web Site for members to access information.

Individual Auxiliary HCPs should contact their respective Area Managers when initiating any new medical support activities, such as instructing First Aid, CPR, AED or Lifesaver classes for CG or Auxiliary Units, in order to make sure that proper procedures are being followed and to make sure that National Staff is aware of these activities.



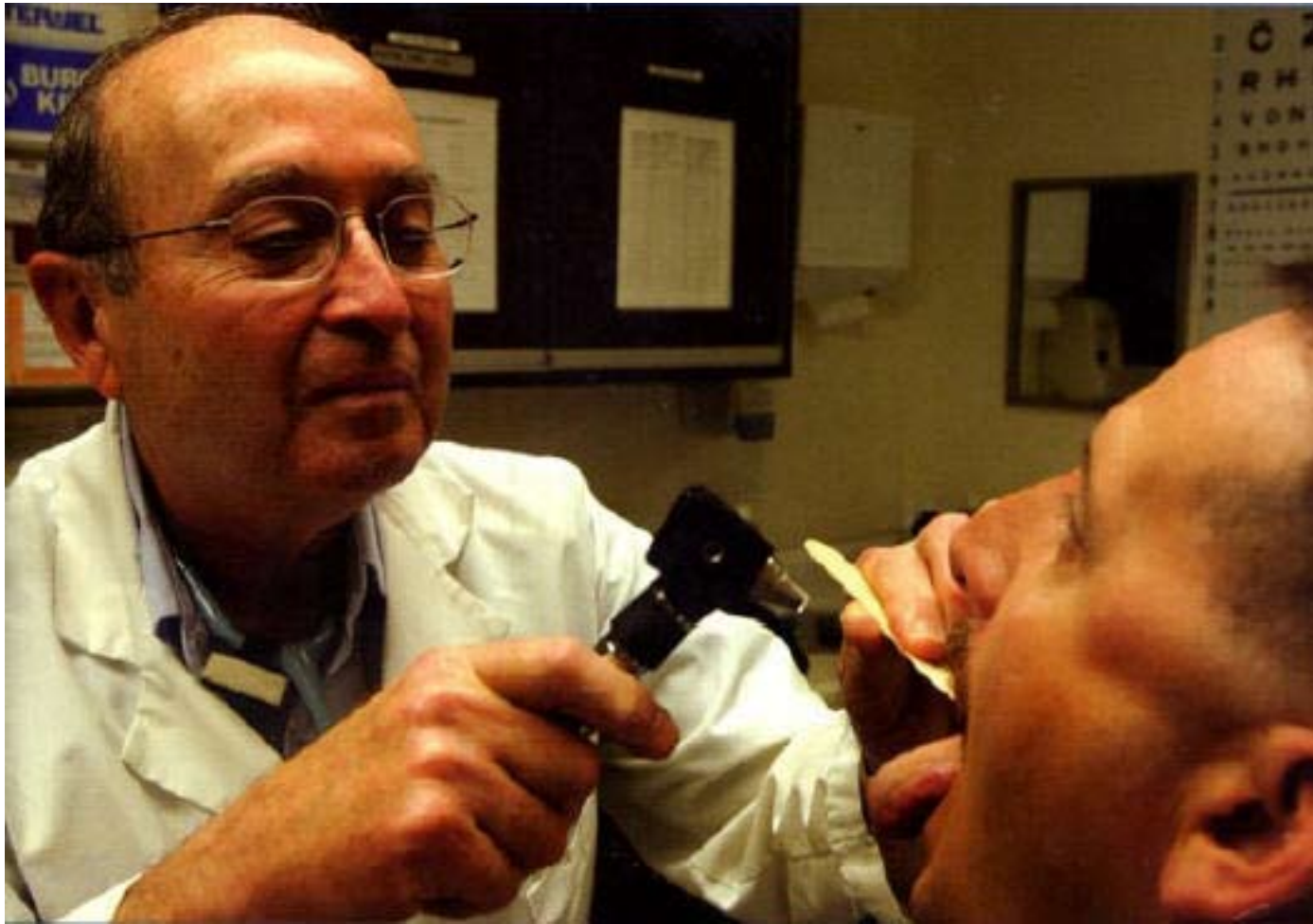
Drs Vic Connell, Dick Lavy and Joe Sopko

Jane Anderson, RN with CGSTA Ponce Inlet Boat Crew

AUX Rita Gormley, EMT at CG Academy with MEDEVAC Pilot



Dentist Joe Zaffater - AIRSTA Clearwater



Dick Lavy, MD at HQ Clinic

AUXILIARIST SUPPORT TO COAST GUARD HEALTH SERVICES

The purposes and strategic goals of the Auxiliary's support of CG Health Services are:

- Recruit, maintain and keep current a database of Auxiliarists with health care qualifications and help coordinate their utilization in authorized support programs.

- Support the CG's clinic and sickbay health care activities as directed by the CG Office of Health Services (CG-112) and act as Auxiliary Liaison to the CG Office of Health Services. These authorized activities are described in COMDTINST 6010.2B.

- Support the CG Academy's AIM program by providing Auxiliarist medical support in cooperation with the Academy Admissions Partner AIM Program Staff, the CG Academy Medical Clinic, and the CG Academy Admissions Office Staff.

- Act as a health services consultant to the National Commodore, National Executive Committee, and to the National Departments of the Auxiliary

- Help update and disseminate program information related to CG Auxiliary health services programs through the Auxiliary District Chain of Leadership and Communication.

- Perform other support missions as requested.



Dave Naumann, EMT at CG Academy Clinic

AUXILIARY EMS PARTICIPATION

Auxiliary certified and licensed First Responders, EMTs/Paramedics may be eligible to participate in the following medical support areas:

- AIM Medical Team Member

- CG Clinic as "medical assistants" as described in COMDTINST 6010.2B and the CG Medical Manual – this is at the discretion of local CG Senior Medical Officer.

- Assist at Small Boat Station's as SAR Boat Crew at the EMT-1 level if the OIC authorizes participation.

- Instructors in First Aid, CPR, AED use, and Lifesavers Course if certified as an Instructor and approved by local unit command.

In order for this program to grow and succeed, we all need to be champions locally by spreading the word at our unit meetings, conferences, and via word of mouth to other HCPs who may not yet be Auxiliarists.

Please advise health care professionals in your district who wish more information to contact their Auxiliary Area Manager.

Semper Paratus! 🇺🇸



Dr Vic Connell & Guardian



David Flaherty, PA - at CG Academy Clinic



ABOVE: John Burns welcomes boaters from the Flotilla's dock.

FLOTILLA CELEBRATES SAPPHIRE ANNIVERSARY



Photo by Christine Gelzunas

Flotilla 82 D5NR members enjoy a meeting at their vintage USCG boathouse. Pictured left to right: Joseph Giannattasio, FC, James Kight FSO-SR, Walt Niwinski VFC, John Gallagher SO-VE, Daniel Hartman IPFC, Gordon Schmidt, Frank DeSoo SO-PS, Charles Ellner, Joseph Samtmann, John Burns.

Story by
JOSEPH GIANNATTASIO
FC 82 D5NR

On December 16, 1943 a group of local men braved a chilly Thursday evening to gather for a dinner meeting at a local eatery in Cape May, New Jersey. After some friendly socializing and a modest dinner the attendees got down to the important business at hand. Four years earlier the U.S. Coast Guard Auxiliary was created by an Act Of Congress to assist the Coast Guard and help promote safety on the water. Four other communities in the southern New Jersey area had already formed Coast Guard Auxiliary Flotillas. By the end of the evening Flotilla 82 of the Fifth Coast Guard District Northern Region, initially designated Flotilla 35, was officially inducted.

The new Flotilla, composed of 27 men from the vicinity took over tower watch duty as its first assignment on January 5, 1944; manning the tower of Cape May Point Life Boat Station 24 hours a day. Other duties in those early days included patrols of Cape May Fish Dock and manning the area's Coast Guard Communication Station. Training at that time included Signaling, First Aid, and Boat Handling.

On July 20, 1944 the Flotilla acquired its first Operational Facility, a two-masted schooner named "Apache" which also served as a meeting place for members. On September 1, 1947 the Flotilla was assigned a vintage Coast Guard boat-

house as their headquarters. Affectionately referred to as "The Shack" by resident members, the history-rich building was acquired in 1890 by the U.S. Lighthouse Establishment, the forerunner of the Coast Guard.

The young Flotilla's members were given a "baptism by fire" or, rather by storm when the area was struck by "The Great Atlantic Hurricane" on September 15, 1944. The hurricane was one of the most powerful to traverse the Eastern Seaboard, maintaining its strength somewhat at the time of its New Jersey landfall hitting as an 85 mph hurricane.

The new Flotilla also pioneered a number of prominent Auxiliary events. On March 14, 1944 the Cape May Flotilla was the first in the Coast Guard District to teach Boating Safety Classes to the public; 32 students from the surrounding area completed the Piloting and Seamanship class taught by Flotilla members. It was also host of the First Annual District Conference, then known as Rendezvous', during the first week of August 1947. In later years the Flotilla coordinated many local dedications and memorial events. Today, the 89 men and women of Flotilla 82 still maintain the proud tradition of actively assisting the Coast Guard including missions never contemplated in 1939.

Since the first meeting held on that winter evening 65 years ago, supporting the United States Coast Guard and the recreational boating community has been the Flotilla's first priority. They are proud of their success over the years and plans to continue and grow stronger every year are always foremost in their minds. 🌊



Crew in respirators checking cabin smoke

PADS and VIDs - STAN Team Operations 'Hawaiian Style'

BARBERS POINT, HI - Like their shipmates operating small boats below, U.S. Coast Guard (USCG) aircrews undergo annual Standardization Team (STAN Team) check rides to ensure their real-life "rescue readiness."

More than 70 pilots and their crews, operate four Lockheed HC-130's (Hercules) and three HH-65 (Dolphin) helicopters from Coast Guard Air Station (CGAS) Barbers Point, Hawaii. They must ensure their "rescue readiness" for an area of responsibility that covers 12 million square miles in Coast Guard District 14; an area that encompasses nearly the entire South Pacific Ocean.

During the STAN Team's visit, fifteen C-130 pilots and their crews were assisted by U.S. Coast Guard Auxiliary (USCGAUX) boats and crews, to test the aircrews' readiness for real-life rescues. A STAN Team from CGAS Clearwater, FL evaluated the fixed wing aircrews during more than a week's worth of check rides. The process was repeated a few months later, when the helicopter aircrews endured the same evaluations.

In the air and on the water, I had the chance to observe the valuable contributions the USCGAUX makes toward helping ensure that USCG aircrews are "Always Ready!"

COAST GUARD AIR CREW MEMBER TRADES PLANE FOR BOAT

The Auxiliary boat crews included Auxiliarists (Coxswain) Larry Hinojosa, (Crewmembers) Bruce Takayama, Al Chang, Richie Sweet, Ed Lott, Glenn Martinez and Charlie Stone; (Trainees) Bob Fong, Skippy Sweet, Tony Ballesteros, John Bensen and David Rowell. Six of Auxiliary Division 1's flotillas contributed personnel in support of the STAN Team operations.

For this mission, USCG Aviation Machinist Technician Third Class (AMT3) Zach Lira, a C-130 loadmaster, deployed from CGAS Barbers Point to the Ko Olina Marina, bringing the waiting USCGAUX boat crew, lunch and gear needed for the day's training mission with a C-130 undergoing STAN Team assessment.

With USCGAUX Coxswain Larry Hinojosa at the helm of a USCGAUX small boat, the boat and its crew departed the marina and headed for a point near Oahu's leeward coast to rendezvous with a C-130, airborne from CGAS Barbers Point.

Once leaving the calm waters of the harbor, the ocean swells kicked up. "Powering up," Hinojosa yelled out.



Ready to drop the pump

Story by
MAXINE CAVANAUGH,
U.S. Coast Guard Auxiliary Press Corps

Edited by
JOSEPH P CIRONE,
Editorial Staff, "The Navigator"



C-130 approaches UTL for drop

Auxiliarist Richie Sweet and I were glad we opted to wear foul-weather jackets, since the waves seemed to pick the two of us out for drenching. Later, we wished we had also put on foul-weather pants, as well.

Simply relaxing during the transit to the scene was not an option. A minor mechanical challenge with one of the boat's engines was discovered. Not serious enough to cause any real concern, nor cause us to consider canceling the mission, the boat and air crews continued heading for their destinations.

About eight miles offshore, we watched the northwestern sky looking for the C-130. Suddenly, the two-way radio came to life with the voice of the C-130 radioman making contact. They spotted us and were preparing to drop an MK-58 smoke signal near our location to simulate a vessel in distress, he told us.

Passing directly over our boat, the C-130 swung around and dropped the smoke signal right on target.

Next, after making a preliminary pass, the C-130 ejected a pump, attached to a Parachute Assisted Delivery System (PADS). After ejection from the aircraft, the pump gently floated toward the surface, under a small orange parachute with 400 feet of trail line.

The C-130 circled around and made another pass over us to check the accuracy of the drop and ensure that we could retrieve it.

On the water, Hinojosa maneuvered the boat to approach the pump and chute carefully. Don't want to get that line tangled in the props. Auxiliarist

Chang served as the spotter, as we came alongside the drop. With the boat engines idling, and our progress forward stopped, Auxiliarists Skippy Sweet and Tony Ballesteros brought the pump and chute aboard, and stowed them at the bow.

Once the pump was safely aboard and stowed, the C-130 made another pass and got ready to drop the MA3 Kit—normally, three eight-person life rafts and waterproof survival equipment supply containers, filled with radios, water and food. But for the STAN Team evolution, they were fake bundles, four or five tied together at intervals, along 1,000 feet of line.

The C-130 approached from aft at approximately 200 feet. We watched the crew on the plane's ramp as they pushed the bundles out. Again, right on target!

Retrieving this gear was a bit trickier, but our crew and coxswain were good. Soon all of the line and bundles were aboard.

After conferring with the C-130 crew, we departed the scene and they returned to the air station - Mission accomplished!

With an engine still acting up, the exhaust fumes and the slower ride made for a less than comfortable ride back to the marina, but we endured.

After helping to wash down the air-dropped gear, AMT3 Lira headed back to the air station and we fueled the boat, getting it ready for its next mission.

AUXILIARIST TRADES BOAT FOR COAST GUARD PLANE

Not long after my surface mission,

LCDR Brian Palm, USCG, contacted me and confirmed that I was permitted to be aboard a C-130, with the STAN Team.

Soon, I found myself in the Air Station's Operations Center (OPCEN), gathering background information and preparing to observe the STAN Team operations from the cargo bay of an HC-130.

The flight's aircraft commander, LCDR Brust Roethler, USCG, along with copilot LT Andrew Paszkiewicz, USCG, began the mission briefing, before we headed out to the plane.

On a sheet of paper, Paszkiewicz sketched out the flight patterns he planned to follow and went through the standardized operations he planned to employ:

- Identify the vessel in distress.
- Drop smoke to mark it.
- Circle back to check the smoke.
- Prepare for the drop of a pump, with a parachute to be retrieved by the vessel in distress (VID) - in this case, simulated by a USCGAUX vessel.
- Fly over to check the accuracy of the drop.
- Drop several pieces of simulated equipment.
- Fly by to verify the final retrieval of the equipment by the VID.

Continuing the brief, Paszkiewicz stated that once over the scene and at approximately 200 feet above the surface, he would count down each drop, calling off the time to drop—30 second standby, 15 second standby, & drop, drop, drop!

Following the brief, we headed to the plane. The rest of the crew and the

STAN Team observers were already on board. The flight engineer, navigator, and radioman were working out their separate factors of weight, flight navigation and procedures, before we began to taxi.

In the cargo bay, the STAN Team observers and I donned headsets and buckled ourselves into the bucket seats.

After making a final check of the bay, AMT2 Michael Harman and Aviation Electronics Technician Third Class (AET3) James Nichols, took their places in the observation/surface scanner seats up front.

We taxied out to the active runway. After a short wait, we took off.

Once airborne, almost immediately, a "simulated" Search and Rescue (SAR) case was passed to the crew. Because this was a training evolution, almost everything that would occur during a real SAR case, was prefaced with the word, "simulated."

We proceeded to the coordinates provided to us by the OPCEN and began looking for the (simulated) VID.

The C-130's Navigator determined the VID's last known reported location was just a few miles offshore, and a "by the book" search pattern was not necessary. Instead, the VID was immediately identified. I noted that the simulated VID was the same USCGAUX boat I rode on the week before, but

this time, there was a different crew aboard.

With a quick pass over the area to assess the situation and plot the location, LT Paszkiewicz turned the plane to line it up in a position to drop the smoke signal.

The C-130's petty officers set me up with a safety harness, hooked to a floor ring and seated on "the milk stool" (a stack of small chocks used to stabilize the cargo ramp). Then, AMT2 Harman and AET3 Nichols put their own safety harnesses' on and hooked into the floor rings, in preparation of opening the cargo ramp and tail of the hard-working multi-mission aircraft.

After using the internal communications system headsets to confirm with the cockpit that they were safely tethered no closer than 12 inches from the edge of the open ramp, they staged the gear to be dropped and opened the ramp.

Making a turn and lining up for an approach to drop the smoke signal, Paszkiewicz counted down the time, "30 seconds, 15 seconds, Drop!"

ORANGE M&M CANDY?

When they dropped the smoke I tried to take a picture of the Auxiliary boat below. What boat? "It looks more like a small orange M&M candy in a dark blue ocean," I thought at the time..

After making another turn and pass-

ing overhead to verify the smoke hit its mark, we were ready to drop the pump and its parachute.

With a slow banking turn, we used the plume of smoke deployed on the earlier pass to locate and overfly the VID, during a preparatory pass over the target zone. We counted down the time and dropped the pump.

We watched as the parachute opened and the pump landed near the smoke signal. Making another pass overhead, at 200 feet above the surface, we could see the Auxiliary boat crew retrieving the pump and parachute.

Meanwhile, the aircrew got ready to drop the string of simulated equipment (normally three rafts and other bundles of miscellaneous equipment), connected by 1,000 feet of line.

Another banking turn and pass overhead, followed by a countdown, and the equipment is headed out the back. I'm trying to get good photo shots, as the STAN Team observer watched the aircrew's performance.

As the Auxiliary vessel headed for the bright yellow bundles, we took one last swing around, overflying the area to verify everything was going as it should below. The Radioman talked to the Auxiliary boat crew as they retrieved the equipment and confirmed that the training operation was completed.

GALLEY SMOKE ALARM SOUNDS - MUST BE TIME FOR CHOW?

On the way back to the air station, it was a good time to relax. But Wait! Smoke (simulated) was observed in the plane's galley. The petty officers in the cargo bay don self-contained beating apparatus (SCBA) masks and check the origin of the smoke.

Locating and remedying the source of the smoke, the aircrew opened a jump door to clear the smoke from the cargo bay. Must have been a "simulated" overcooked filet mignon.

After getting a thumbs-up from the STAN Team observer as the simulated smoke cleared, the aircrew closed the door and updated the pilot, before securing their masks and preparing the cargo bay for landing.

Safely back on the ground, the aircrew, STAN Team and I gathered for a mission debrief, conducted by LCDR Roethler. The assessment - a job well done. Following the debrief, the aircrew headed for the final open book test that was part of the STAN Team evaluation process. 🍷



Coxswain Larry Hinojosa calls in to secure ops

THE SEARCH

Story and Photos by
DEE THOMPSON

District Staff Officer PA-1SR

I was underway on a vessel called the “Prowler” enjoying every moment of clear skies and warm sunshine that embraced this voyage. My mind wandered as I contemplated my love for the sea. In a split second a bright ray of sunlight clouded my vision, yet I could still make out the heart wrenching image of a passenger, as he suddenly tumbled overboard; followed by the inevitable splash, as his body hit the water.

Someone yelled “MAN OVERBOARD off the Starboard Bow.” I watched intently as three men aboard reacted quickly. A lifeline was thrown to the victim then another flotation device, but to no avail; the victim was unresponsive and completely helpless as he floated away in the current. A dark sadness crept over me, as I watched the lifeless body float towards the open sea; destined to be swallowed up by the ocean.

With almost surgical precision the team aboard went into rescue mode. The Coxswain rattled off explicit instructions to the crew; the vessel quickly changed course and within moments the boat was brought alongside the victim. I watched intently as the grim lifeless body in the water floated in eerie silence from the port bow towards the stern; an extremely sad sight; thankfully two strong arms reached out from the boat and swiftly retrieved the body. I stood by as a crewmember quickly checked the victims’ vitals. Yet I already knew there was no sign of life in this victim. For his name was Oscar, the well known lifeless replica of a man used by the Auxiliary during underway search and rescue training. Within two days,

Oscar played out his award winning role a total of nine times, at this very special National Search and Rescue Competition (NSAR 2008).

THE CREATION

The concept of creating this National Search and Rescue event (NSAR 2008) originated between Steven Budar Immediate Past National Commodore and Nicholas Kerigan National Commodore during NACON 2007. They appointed Dante Laurino, N-SP as Chairman of the NSAR event. Tom Venezio National Commodore-Atlantic East accepted the role of NSAR Vice Chairman, providing his extensive experience and knowledge to the event. NSAR Chairman Dante Laurino quickly went to work in developing and structuring this tremendous event.

Dante conducted two major presentations one at N-Train and the other at NACON 2008. His leadership and dedicated focus in coordination of the event was intense; with a team of more than thirty strong members there were numerous late night meetings and strategic arrangements necessary to bring this event to life within a limited time. Dante utilized his creative expertise in designing a professional logo for NSAR 2008 and arranged for some very unique awards. It was a tremendous ongoing effort for Dante and his team that included: arranging location and accommodations; defining and documenting rules and regulations; documenting competition requirements; defining the scoring strategy; coordinating vessels; appointing judges; coordinating par-



District 5 SR team Didi Hack, William Gleim and Ron West plotting on nautical chart during SAR planning challenge.

ticipants, etc. Quite obviously it took an inordinate amount of preparation time and manpower to pull this entire event together and make it work.

(At this time it is important to know that the entire NSAR 2008 event went smoothly and at the outcome finished up without any substantial glitch; a well deserved compliment to the organizational skills of Dante and his entire team.)

THE CHALLENGE

On October 3rd and 4th the first NSAR Competition took place at the US Coast Guard TRACEN, Cape May, New Jersey. On a national level nine districts participated with the representation of three team members each. The Spirit of Competition was in the air as each team enthusiastically welcomed their opportunity to face the challenges of this event.

The challenges included:

SAR Planning: The purpose of this event is to evaluate the teams’ basic understanding of navigation and chart reading and their ability to develop a search plan when provided with all pertinent data regarding a maritime SAR incident. Each team was provided a large scale nautical chart, appropriate tools and a written narrative of a SAR scenario. Each team was required to plot on their nautical chart. Their time limit to complete the exercise was forty-five minutes.

On-Water Towing: Underway with a judge aboard the teams challenge was to successfully complete towing and man overboard evolutions observing all standard policies and practices. The team was also evaluated on safety, proper wearing of life jackets, radio and team communications

Communications: A mobile communications center was set up within Cape May Coast Guard Station an “NSAR Radio”. Communication was maintained with underway vessels during towing and man overboard evolutions, etc. Proper operating radio procedures including appropriate use of pro-words was a requirement for this task.

Marlinspike: The purpose of this event was to evaluate the marlinspike skill, teamwork, communication skills and leadership abilities of the team. This was a fast paced challenge that called for strong interaction, accuracy and explicit communications. There were three labeled stations for each team and two assigned tasks to be carried out at each station. The stations



NSAR 2008 Chairman Dante Laurino and National Commodore, Nicholas Kerigan congratulate the NSAR 2008 First Place Winning Team from District 11-NR, Thomas O’Connor, Alan Portteous and William Barlow. USCG Captain David McBride, Chief, Office of Search and Rescue joins in congratulating the outstanding champions.

could not be moved; event descriptions were provided and directions had to be followed carefully or penalties would be imposed. This exercise was timed therefore speed was important.

Heaving Line: Team members were given five practice throws each. Then the challenge started as each of the three team members were allowed to throw for ten minutes and the score on the marker for each throw was recorded. The total time allowed for throwing was thirty minutes and the score for all throws was added up and recorded. Teams were ranked based on total points accumulated.

Mystery Event: This event evaluated the team members’ ability to use correct procedures and successfully extinguish different types of fire. This was a timed exercise. CWO Tracy Allen did a great job in supervising this event.

A State of the Art Mobile Fire Training Facility valued at approximately \$98,000 was utilized for this event. This impressive facility was fully equipped with four individual fire fighting modules. Each module simulated a different type of fire that could occur in a station or ship: a wastebasket trash fire that might generate in a ships office; a steering mechanism fire that might start in aft steering; a grease galley fire and a paint locker with cans on fire. Actual fires were set aflame in each 11’ X 4’ module giving tremendous realism to the event. Instructors had complete control of each of the fires and could observe trainees from a central control room. It was each individual’s responsibility to discover and report then properly extinguish the fire within the allowable time limits. This specialized training facility was initially created for disaster control training of basic recruits and to provide fire fighting training for disaster control specialists. If a fire breaks out onboard a

ship evacuating and calling the fire department is not an option.

PRELIMINARY INTERVIEWS WITH 1SR TEAM

Dan Masterson has been with the Auxiliary over 35 years; fully involved in everything from Flotilla Commander to Training Officer. His knowledge of Boating, Seamanship and Search and Rescue is all a direct result of his training with the Auxiliary. He expected Marlinspike would be an easy task and SAR and Comms more challenging, since underway problems are always more difficult. Dan came to this event eager to participate and enjoy himself; for 35 years he has always enjoyed Auxiliary people and Auxiliary activities.

Mike Rush brings 14 years of Auxiliary experience to this challenge, including teaching boating safety. He expected Heaving Line would be the easiest challenge and Charting the most difficult. He recommends to anyone who wants to follow in his footsteps to NSAR to practice; seek out guidance from mentors; stay competitive and have fun!

Jim Conlon has over 14 years in the Auxiliary; he thoroughly enjoys competing with his teammates. He arrived believing there would be no easy part to this challenge but he was looking forward to the Marlinspike. He expected the SAR & Comms to be the most difficult since there are always more risks on the water. For anyone who wants to follow in his footsteps he suggests they enjoy the challenge and have a good time!

There was not an inkling of tension generating from these three candidates prior to the event. Perhaps you could chalk it up to the fact that this team from First Southern brought a total of over sixty-three years of Auxiliary experience to this event!

THE PARTICIPATING TEAMS

There was representation from a total of nine districts:

- 1SR** Dan Masterson
Jim Conlon
Mike Rush
- 1NR** John Merrill
Alan Gould
Rex Kelly
- 5SR** F. William Gleim
Ron West
Didi Hack
- 8CR** Donald Wilbourn
Craig D. Smith
Alan Glas
- 8ER** Joseph(Bill) McGonioal
Eric Piper
- 8WR** Marshall E. Bullard
David Eric Vestal
Matthew Stokes
- 9CR** Timothy D. Ringel
Michael Boshaw
Peter P. Ferranti
- 11NR** William Barlow
Thomas O’Connor
Alan Portteous
- 11SR** Joseph Neill
Peter Dawson
Dale Zimmerman
Dennis Mullins

The participants of each team are to be congratulated; they all demonstrated an outstanding quality of respect for their fellow competitors and were an exceptional representation of their district. The spirit of competition and fellowship was extremely impressive at the event, as each team worked their way through the various challenges.

THE AWARDS

The Awards Dinner and announcement of the winning team had everyone sitting on the edge of their seat. Held in the stylish Officers Club in Cape May, New Jersey the Commanding Officer of TRACEN Captain Cari Thomas welcomed everyone. She expressed her delight in being able to open the doors of the training center to the Auxiliary for this impressive NSAR 2008 challenge. This US Coast Guard Training and Support Center in Cape May builds the enlisted corps by forging them into basically trained, highly motivated and proud Maritime Guardians who are morally, mentally and physically ready to execute Coast Guard missions in the 21st century. Approximately 4,300 Coast

Guard recruits graduate each year from this training center. That evening, Commanding Officer, Captain Thomas put the entire room at ease when she teasingly invited everyone to join the recruits in the Sunday workout!

Chief Director of the Auxiliary, Captain Mark Rizzo addressed everyone at the awards dinner, making it a point to highlight the depth of the training evidenced through the weekend at this great event.

USCG Commander Elizabeth Young, Director of the Auxiliary D1SR made it a point to congratulate everyone on their accomplishment and ongoing support of the Coast Guard. Tom Venezia National Commodore-Atlantic East also addressed everyone thanking them for their participation in this fine event and extending his congratulations to the winning teams.

USCG Captain David A. McBride, Chief of Office of Search and Rescue in Washington congratulated everyone and extended his appreciation for everything the Auxiliary does on the water and in the air to support the Coast Guard.

NSAR Chairman, Dante Laurino took the occasion to express his gratitude to his staff for their hard work in the coordination of this event. He thanked all of the contestants and stated that each one of them taking part in this event is a winner, adding that they will each go home with an engraved Star Trophy, in appreciation for participating in this event.

Dante was awarded the Directors Command Coin by USCG Commander Elizabeth Young, Director of Auxiliary D1SR and also the Command Coin of Captain David A. McBride, Chief, Office of Search and Rescue, Washington DC. These coins represented the Coast Guards formal acknowledgement of appreciation for Dante’s extensive accomplishment in making NSAR 2008 an outstanding success.

The 2008 NSAR Champion Award first place was awarded to William Barlow, Thomas O’Connor and Alan Portteous from District 11- Northern Region. They very excitedly accepted the enormously beautiful trophy, the silver cup, an award admired by everyone. National Commodore, Nicholas Kerigan congratulated them and summed up the goal of the entire competition as he told the winners “This weekend you were the BEST OF THE BEST!”

The 2008 NSAR Award for second place was awarded to Joseph Neill, Peter Dawson and Dale Zimmerman representing District 11-Southern Region.

The 2008 NSAR Award for third place was awarded to John Merrill, Alan Gould and Rex Kelly representing District 1-Northern Region.

NSAR 2008 winners are to be congratulated. They did an outstanding job and raised the bar for the next competition. From the beginning of time, mankind has been drawn to the spirit of competition; quite evident from the Roman Gladiators and Knights-of-the-Round Table; comparable to present day Olympics, Marathons and Reality events. Competition motivates, inspires and builds character. It is especially gratifying in knowing you possess the recognized ability and the opportunity to participate in competition and meet the challenge. The nine NSAR 2008 teams each brought this recognized ability to the competition. This was clearly evidenced by their exceptional lifesaving skills and techniques; strengths that have the potential to make a tremendous difference to mankind, when the real life SAR occurs.

It is quite obvious that NSAR 2008 was an extraordinary event that added tremendous value to the Auxiliary and its members. Nine teams proudly met the challenge; in doing so each team member has earned the gratitude of the United States Coast Guard Auxiliary for their participation. This NSAR 2008 reinforces the fact that the US Coast Guard Auxiliary is one of the nations most exceptional volunteer organizations; an organization that has molded itself into the Very Best of the Best!

CONCLUSION

NSAR was the Ultimate Coast Guard Auxiliary Reality Event of 2008! 🌟

ON SITE KEY MEMBERS OF NSAR STAFF:

- Dante Laurino**, NSAR Event Chairman/Chief, Competition Events
- Commodore Thomas Venezia**, NSAR Event Vice-Chairman
- Commodore Steve Ackerman**, NSAR Event Manager-Event Planning
- Hal Marchall**, NSAR Event Manager-Logistics
- Bruce Long**, NSAR Event Manager-Station Cape May Liaison-Logistics
- Ernie Davenport**, NSAR Hotel and Travel
- Terry Kinch**-Finance/Awards
- CWO Tracy Allen**, USCG Liaison and Disaster Control Officer

FLOTILLA 14-8 VIDEO SERIES

Story by
ROBIN HERRIFF,
Florida Community College
&
RUSTY GARDNER,
FSO-PV/VE Flotilla 14-8

Podcast...

iTunes....

Streaming video...

Not terms you'd normally expect to hear tossed around at a United States Coast Guard Auxiliary meeting. But they're exactly what you may hear during meetings of Flotilla 14-8 in

Jacksonville, Florida. You see, we're working on ways to reach out to young boaters, so we're embracing new technology and learning to speak their language!

The number of young boaters is growing, and there are plenty of lessons they need to learn. So, to reach these young adults, we plan to create an innovative series of safe boating videos. The problem is getting people to watch them, so we knew we needed to step out of the box a bit.

The project started out simply, but

like many things, took on a life of its own as we discovered how much is involved in creating a professional video. Scriptwriting, producing, shooting, editing, music, post-production – the list goes on. It soon became obvious that this wasn't something we could do with a home video camera and a PC; we needed a professional video crew. And professional costs money!

So we started trying to secure funding. Our first stop was a grant request. When that didn't pan out, we started



FCCJ Actress Christina Christensen, FCCJ Videographer/Editor Mark Basse
Photographer: Rusty Gardner, FSO-PV/VE
Location: West Marine, Orange Park, FL
Filming Flotilla 14-8 Life jacket video



FCCJ Actress Christina Christensen, Katie Smith, Matthew Smith, Rusty Gardner, FSO-PV/VE
Photographer: Chrystal Wickline, FSO-SR
Location: Doctor's Lake, Jacksonville, FL
Filming Flotilla 14-8 Life jacket video

searching for alternate funding sources. It turns out that our answer was right in our own backyard. Florida Community College at Jacksonville (FCCJ) has agreed to write and produce our videos as a community service, which means they're working for free! Technical advice is provided through Coast Guard Auxiliary members, Robert Strong, FSO-FN, Debra Inlow, FSO-PA and Ralph Little, VFC, who act as subject matter experts and review text and visuals throughout the process. Robert Westcott, D7 DSO-PA, provides public affairs oversight on the content and advises on product use.

Our first production focuses on life jackets. Targeting our intended audience, FCCJ hired twenty-something student actors and set up a real-life boating

situation on the water. Working with a crew of producers, cameramen and talent, as well as our USCGAUX advisors, we spent an afternoon on the water of Doctor's Lake, a cove of the St. Johns River south of Jacksonville. Making sure we were *being* safe without actually *looking* safe on video, we sent a student actress flying off the back of Rusty's 23 foot Yamaha Jet Boat *Salt Shaker* and into the water without her life vest. Another actor provides commentary on the event and a transition to a solution.

The next time we see our now-warm-and-dry actress, she's looking lost in the aisles of West Marine, trying to figure out which life jacket she *should* have been wearing out on that boat. With a little help from our trusty narrator, she takes a store tour through the

five categories of life jackets, learning the high and low points of each type, and how they would – or wouldn't – have worked for her situation. West Marine was even kind enough to allow us to deploy an inflatable vest, much to the surprise of the actress wearing it!

Now that this first video is completed and on its way into the hands – and iPods – of young boaters, we're working on scripts for future pieces. Delivery methods for all of these videos will include traditional DVDs, as well as streaming media and podcasts. As we envision it, this video will be accessible from anywhere at anytime; whether you're in your living room, at your computer, or on your boat watching from an iPod. A copy of this video will be available to all USCGAUX flotillas for replication and distribution. 📺

USCG Auxiliary Live Streaming Radio Show, World Wide Broadcasts

USCG Auxiliary's District 8 Coastal Region, Division 1, Flotilla 19, Auxiliary member, Randal Akins and his brother Rocky Akins are the first in the nation to host a live weekly radio broadcast dedicated to and sponsored by the USCG Auxiliary at no cost to the Auxiliary.

The Saturday Sock Hop airs on station, WBPC, Beach 95.1, FM B-95.1 located in Bay Point Marina, Panama City Beach, FL. Saturday Night Sock Hop's format includes news, 50-60's music and USCG Auxiliary information. What makes this live program unique other than its support of USCG Auxiliary? The answer, Saturday Night Sock Hop streams live via the Internet and reaches a worldwide audience.

Listened to by boaters, military personnel and others worldwide every Saturday night 7:00 – 9:00 PM CST, the program introduces, discusses and announces boating safety tips, information on public boating safety classes, and recruits for the Auxiliary.

As force multipliers for the United States Coast Guard, the Auxiliary supports the information and recruiting efforts of this innovative program. The show takes call-ins and email requests for their 50-60 music format. They have received calls from many far away listening sites such as Canada, Turkey and Belgium. In between songs, the duo, Rocky and Randall, interview USCG Auxiliary personnel, community leaders, individuals who are at the marina and conduct live boat inspections on the air. DJ Randall Akins states, "We get more call-in requests than we do email requests. People just want to talk to us about what we are doing on our program."

Guests on the show have included,

Auxiliarist Robert Wells who also serves as Chaplain of the Patriot Guard Riders. The Riders are a motorcycle escort service offered to fallen military personnel and police officers. The Guard provides escort service for funerals and sponsors fundraisers to help injured returning military personnel and their families. Wells gave a status reports on a recent rebuilding of an injured veteran's home. Another guest, Samuel Thurman, Jr. historian of a chapter of Military Order of the Purple Heart gave a very informative talk describing the origins and purpose of the Purple Heart. Other community leaders such as the "Secret Santa" who rebuilds bikes to give to children have talked about their projects as well.

Plans for next year are to increase the participation of Auxiliary members in live interviews, boat safety inspection and to host U. S. Coast Guard guest speakers from Station Panama City and Sector Mobile. Focus in 2009 will also include Marine Safety and the Auxiliary's role in helping USCG personnel in this effort. Port security will be a major emphasis as is responding to marine environmental emergencies. Auxiliary members train to help the Coast Guard team to protect ports and waterways and information shared on how boaters can help be the "eyes" of the USCG.

At a time when radio generally is reducing live shows and disk jockeys, BEACH-95.1 has taken a bold step sponsoring this live show at no cost to the USCG Auxiliary for the airtime. Disk jockeys Rocky and Randall Akins are no strangers to the Auxiliary, radio broadcasting or live entertaining. Randall Akins is past Vice Commander of Flotilla 19. Rocky Akins is a past mem-

ber of Flotilla 19. The brothers have used their combined voices and public appearances to support the missions of the Auxiliary and have created live shows as fundraisers netting \$2,000 for their flotilla. The Akins brothers have found their niche on WBPC FM B-95.1, Beach 95.1, a station that totally supports the mission of safer boating for all through public education.

At end of each show, Rocky and Randall call the names of veterans they have met during the previous week. To

Randal Akins, District 8 Coastal Region, Division 1, Flotilla 19, Rocky Akins, Disk Jockeys for Saturday Night Sock Hop, a local radio show dedicated to and sponsored by the United States Coast Guard Auxiliary and WBPC 95.1 FM, Beach 95.1, Bay Point Marina, Panama City Beach, FL.

date they have recognized over 1,000 veterans from all the military services and merchant marine.

Station manager, David Swaim, stated, "We're thrilled to have Rocky and Randall on the air at 95.1 FM! In addition to a ton of great 50's and 60's sock hop music and in-studio guests; we're proud to have them on the air publicizing the mission of the U. S. Coast Guard Auxiliary. As an independently owned and operated local radio

station based in Panama City Beach, Florida and via www.beach951.com we provide listeners from around the USA and the world with music and live information each week via the airways and the Internet!"

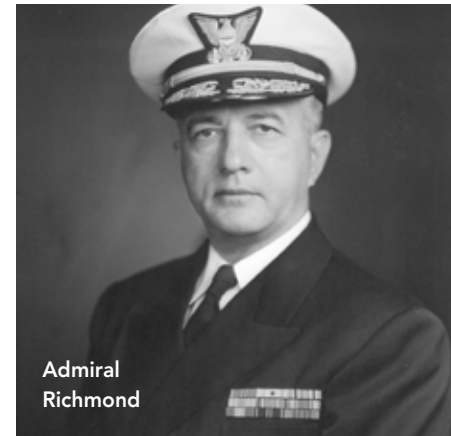
Local Flotilla Commander, Ellena Roland said, "We are grateful to station B-95.1 for the support they provide to USCG, the Auxiliary and our boating public. The show reaches a broad audience providing boating safety messag-

es, scheduling boat safety checks and public education boating classes. We are indeed fortunate to have the generous support of this station."

The National Public Affairs Team confirmed that they know of no other radio station in the nation that has devoted free airtime to this worthy cause. The Sock Hop airs every Saturday from 7:00 – 10:00 live on B95.1 from their Bay Point Studios as well as live streaming. 📻



How the Coast Guard Auxiliary was Conceived



Admiral Richmond

Auxiliarist CDR John M. Richmond, USCGR (Ret.) shares stories about the founding of the Coast Guard Auxiliary told by his Dad, a father of the Auxiliary.

Admiral Alfred C. Richmond had a distinguished 40 year service career climaxed as Commandant of the Coast Guard. He retired on June 1, 1962, receiving a Gold Star in lieu of a second Distinguished Service Medal for “exceptionally meritorious service performed as Commandant from 1 June, 1954 to May 31, 1962. During his years in the Coast Guard he was responsible for many milestones and achievements, including drafting the regulations for the revised “Reserve Act” (passed in February 1941) that established the Coast Guard Reserve and officially renamed the Auxiliary.

ADM Richmond said that “writing the regulations (that created the Auxiliary in 1939) was probably one of the weirdest jobs I ever had in the Coast Guard because, when we stopped to analyze it, what we were creating was a cross between a reserve organization, a Trinity House of England, a lodge, and a religious organization. There were no guidelines.”

In early 1939 the Commandant, RADM Russell Waesche, assigned LCDR Richmond along with LCDR Merlin O’Neill and a civilian from the Lifesaving Service to write regulations for the Coast Guard Reserve, i.e.; Auxiliary. LCDR Merlin O’Neill subsequently became the first Chief Director of the Coast Guard Auxiliary.

ADM Richmond noted that, “Admiral Waesche had gotten the idea that motorboats and things like that need to be controlled - we were beginning to have increasing problems, cabin cruisers were coming to a point where you didn’t have to be a millionaire like J.P. Morgan to own one. Also, the Power Squadron was moving in to get quasi governmental status like the Boy Scouts. Admiral Waesche recognized that if anybody organized the boatmen in a quasi governmental status, the Coast Guard ought to do it. So they put through a bill that created the Coast Guard Reserve so that yachtsmen could put their boats at the disposal of the Coast Guard.”

“By that time the TVA had come in and other dams and we were getting problems in the interior. The minute you create a body of water, somebody puts a boat on it, and the minute you put a boat out a storm comes along and somebody drowns. We recognized that outside the Great Lakes, the Mississippi River and the Missouri River where we did for many years and still do, in the case of a flood, send surf boats out for rescue purposes, we had little or no experi-



Admiral Richmond and Ensign Richmond.

ence and we had no equipment. On Lake Tahoe and places like that boating was gradually beginning to build up, nothing like it became after the war but certainly at that time we were beginning to get problems. It was pretty obvious we’d never have the equipment to cover all these places.”

“So, as I say, this idea of the Auxiliary was conceived -

or the reserve, as it was then called - to create groups of yachtsmen who could serve as the volunteer component of the Coast Guard.”

Following America’s entry into the World War II in December of 1941, recruits flooded into Auxiliary flotillas in a burst of patriotic fervor. In June 1942 legislation per-

mitted Auxiliarists to enroll in the Coast Guard Reserve on a part-time temporary basis. Throughout the war, 50,000 Auxiliarists constituted the core of the temporary Reserve membership. These reservists, along with newly enrolled civilians, performed coastal defense and search and rescue duties. They patrolled bridges, factories, docks, and beaches. They fought fires, made arrests, guided naval vessels, and conducted anti-submarine warfare. As their ranks grew, thousands of active duty Coast Guard personnel were freed up for service overseas.

By 1950 the four traditional Auxiliary cornerstone missions of public education, operations, vessel examination, and fellowship had been established. Under legislation passed in 1996, the Auxiliary’s role was expanded to allow members to assist in any Coast Guard mission, except direct law enforcement and military operations, as authorized by the Commandant. Thus, Auxiliarists can be found examining commercial fishing vessels, flying in C-130 aircraft, working in Coast Guard offices, and crewing with regulars. The three components of the service—the active duty Coastguardsmen, the Reservists, and Auxiliarists—truly constitute TEAM COAST GUARD.

Over the years, Auxiliary programs also have kept pace with boating trends. Members helped implement the provisions of the 1958 Federal Boating Act. In the 1970s, they formed flotillas in sole-state waters to meet local demands for water safety. They introduced new courses such as those for sailors and personal water craft (PWC) operators as their numbers increased.

The U. S. Coast Guard Auxiliary is the largest volunteer marine safety organization in the world and has fostered similar ones in foreign countries. During its sixty years, it has lived up to its motto of- “A Proud Tradition, A Worthy Mission.”

Of all his accomplishments, Admiral Richmond was most proud of the contribution he made to establishing and supporting the Coast Guard Auxiliary which continues serving as a valuable and viable ‘force multiplier’ for the U.S. Coast Guard.

Post Script:

John Richmond’s love of aviation prompted him to attend Virginia Polytechnic Institute (Virginia Tech) where he was in the Corps of Cadets and enrolled in Air Force ROTC. Intent on receiving his 2nd Lieutenant’s commission upon graduation in June, 1958, along with a B.S. degree in Mechanical Engineering, a flight physical in the spring of his senior year revealed a slight astigmatism in his right eye. He decided to decline an Air Force commission. He enrolled in the Officer Candidate School at the Coast Guard Academy in New London, CT.

Commissioned an Ensign in the U.S. Coast Guard Reserve in 1958, John served on active duty as a drilling reservist assigned to an Organized Reserve Training Unit Port Security (ORTUPS) in Long Beach, CA. He retired in 1980 as a Commander.

In 2006 an Auxiliarist friend invited John to speak to his flotilla and at a Division Captain’s meeting to tell a little of his father’s history relative to the Auxiliary. John was so impressed with the professionalism, devotion and dedication to the Coast Guard of the Auxiliarists he join the Auxiliary. Although his flotilla in Los Angeles County is inland and without an Operational Vessel Facility, he serves in the VE program, instructing PE classes and in public affairs. 🇺🇸



Commodore Nicholas Kerigan (right, saluting), salutes outgoing NACO Steve Kerigan (left), with Adm. Thad Allen (center) looking on.

Kerigan becomes the Auxiliary's 29th National Commodore

WASHINGTON – At a ceremony held at Coast Guard Headquarters on 31 OCT 08, Commodore Nicholas Kerigan relieved Commodore Steve Budar to become the 29th National Commodore for the U.S. Coast Guard Auxiliary.

The ceremony, which was presided over by ADM Thad Allen, Commandant of the U.S. Coast Guard, also included the swearing in of other national leaders for the 2 year term ending 31 OCT 2010.

Serving as National Vice Commodore will be Jim Vass from Port O'Connor Texas. Vass most recently served as Area Rear Commodore for the Auxiliary's Atlantic West Region.

Commodore Stephen McElroy, who most recently served as the District Commodore for the Auxiliary's 5th Southern District, will serve as the National Chief of Staff.

The Area Rear Commodores will be Thomas Venezio (Atlantic East), Thomas Malison (Atlantic West), and Vic Connell (Pacific Area). Commodore Venezio most recently served as District Commodore for the Auxiliary's First Southern Region. Commodore Malison served most recently in the Eighth Eastern Region as District Commodore. Commodore Connell, a retired physician who is also involved in the Auxiliary Medical Corps, is finishing up his term as District Commodore for the Auxiliary's Eleven

2009-2010 Department Chiefs

NAME/TITLE	DEPARTMENT
Robert Nelson, DC-A	Public Affairs
John Potts, DC-B	Boating
Anne Lockwood, DC-E	Education
Bill Pritchard, DC-I	Information Technology
Greg Kester, DC-M	Marine Safety (Prevention)
David Elliott, DC-O	Operations (Response)
Dante Laurino, DC-P	Personnel Services
Ken Kendall, DC-T	Training
Peter Urgola, DC-V	Vessel Examinations & RBS Program Visitors

Northern Region.

The National Directorate Commodores for 2008-2010 will be Commodore Ed Sweeney (Member Services Directorate), Commodore Robin Freeman (Recreational Boating Safety Directorate), and Commodore Mark Simoni (Operations Directorate).

"I feel very optimistic that we'll be able to accomplish a lot during the next two years," said COMO Kerigan. "I think we've got a great staff that is full of enthusiasm, and I know that they will accomplish great things." 🌟



Photos by Telfair Brown, U.S. Coast Guard Public Affairs



ABOVE: Captain Mark Rizzo, Chief Director of the Auxiliary (far left), reads the prologue to Executive Staff members - COMO Steve McElroy (NCOS), COMO Robin Freeman (NADCO-RBS), COMO Ed Sweeney (NADCO-MS), and COMO Mark Simoni (NADCO-O), with Adm. Thad Allen (center, looking on).

LEFT: COMO Steve Budar gives his farewell address at the Change of Watch.



Photo by Telfair Brown, U.S. Coast Guard Public Affairs

Newly sworn-in National Commodore Nick Kerigan addresses the audience, with Adm. Thad Allen, and Capt. Mark Rizzo looking on.

Coast Guard Auxiliary Change of Watch – 31 OCT 08 NACO Comments

National Vice Commodore: All standing orders, regulations and instructions remain in effect.

ADM. Allen, COMO Budar, Coast Guard Flag Officers, Auxiliary National Leadership Team, Members of the Coast Guard Family, Ladies and Gentlemen.

COMO Budar, and others before him, have placed the Auxiliary on a true course to meet the many challenges ahead. How we face these challenges will determine not only our success, but our legacy; I am confident that our watch will be one that we are proud of.

As I take the helm of the United States Coast Guard Auxiliary, we will continue to move into new and uncharted areas of responsibility. The “new normalcy” in the post 9/11 era is anything but normal and predictable. It will be up to the Executive Leadership of the Auxiliary (who you will meet in a few minutes) to navigate us through these uncharted waters. Their job will be to provide the way ahead to our membership so that we can better support the Coast Guard and the nation. Our goal is not just a continuation of the superior level of service that we have provided for almost 70 years now, but a bold enhancement of that service to include an entirely new set of actions and directions in support of recreational boating safety and America’s Maritime Homeland Security. In other words, we plan to take our organization to the next level.

Our continuing vision for the Auxiliary is “To meet America’s changing Maritime Safety and Security Challenges, while concurrently bringing to the American Public an array of Homeland Security, Recreational Boating and Marine Safety programs.”

Simply put, contributing to the safety and security of our citizens, ports, waterways and coastal regions will be our paramount mission. We will continue to balance our missions of Recreational Boating Safety and Coast Guard Support, with Maritime Homeland Security and other challenges that emerge as a result of our growing understanding of changes required in the Post-9/11 era.

As you may know, we are hard at work at implementing our modernization efforts, to better align ourselves with the Sectors. I believe this will further our efforts to achieve an optimal balance between our traditional boating safety missions and emerging Homeland Security requirements, while being an ever important force multiplier for the Coast Guard. You can continue to depend on this fusion of safety and security missions, as the Coast Guard Auxiliary confronts these 21st Century Challenges.

In short, I am a fervent believer that the United States Coast Guard Auxiliary can and will meet any challenge.

The Auxiliary National Leadership will focus on my Watchwords of “Leadership, Performance, and Readiness.” We will continue to develop leaders who possess the courage and character to make the tough decisions, who motivate and bring out the best performance in our members, and reiterate the need for readiness (to always be SEMPER PARATUS) for what the Commandant has called “All Threats, All Hazards.”

I assure you, that the Coast Guard Auxiliary will remain a trained and ready resource, on course and ready to answer all the call.

Semper Paratus 🌟



Photo by Trish Foust

The dive boat eases up to the sand bar to recover the remaining divers.

Why We Train...

Story by
TAMMARA KING
FSO-OP, SO-PS

Our crew met at 0830 on a cold and breezy March morning at the Port of Edmonds on Puget Sound to prepare for a short day of crew training. On my facility, 251008 *The Scout*, I was coxswain, Mike Hyerla SO-AN was my crew. Two Boat Crew candidates, Trish Foust FSO-CM and Jim Hewitson, were also on board.

Trish led us through the preunderway briefing while I warmed up the twin 175 outboards. After the preunderway we evaluated the day’s mission to calculate our GAR number.

Our mission was of moderate complexity. We were to rendezvous with three other OpFacs from our flotilla, 1300102

Edmonds Washington. It was a 13 knot run to the meeting point near Gedney Island. On the way we were picking up an additional crew person for another OpFac at a public dock on Whidbey Island.

After having one of the trainees contact Sector Seattle with our underway transmission we pulled out of the port. We had 15 knot following wind and three foot seas, no problem for *The Scout*. We made good time motoring to Whidbey Island to pick up our passenger, Mac LaMay FC 1300108, and soon we rendezvoused with the first of the other OpFacs, 323189 Glimfeather, Coxswained by FSO-MT and IPFC Mike Allert.



Mike Heryla SO-AN, eases out line preparing for a stern tow.

Photo by Tammy King



Photo by Trish Foust

The dive boat picks up a tired diver as the other divers make their way out to the sand bar.

We transferred our passenger in lee area near Gedney Island.

According to Mike's training plan the two over 30 foot OpFacs, Glimfeather and 313217 Sea Bear and the two under 30, Scout and 262276 Laron, were pairing up for towing evolutions and then we would find some shallow water to practice anchoring.

We have eleven Boat Crew candidates preparing for a QE Session in May. They have been attending classroom and on-the-water training for over six months and this was the second to last OTW session. Today we would be signing off on many of their tasks after returning to base. The students have worked hard and it in shows in their skills.

The wind had freshened, so we found a lee area near Gedney Island to begin the towing evolution. Mike acted as towmaster and Trish handled the communication with the "disabled" vessel, she covered all the necessary points. Jim showed confidence tossing the heaving line to the crew person on the "disabled" vessel's bow.

Trish directed the Laorn's crew person while they secured the tow line and then directed the crew person to return to the cockpit. The towmaster then payed out the towline while I eased the Scout ahead, a textbook stern tow.

Then trainees directed the crew of the "disabled" vessel while they secured the number one line to our vessel, then they passed the number four line. They checked and adjusted fenders while passing the remaining lines to the Laron. They had quickly and properly transitioned to a side tow.

We took a few minutes to review the evolution with the other crew while maintaining the side tow. We were critiqued by Coxswain FSO-PE Chuck Olson and a long time member of the merchant marine, Jim Neff. Jim had some suggestions on line placement which were quickly implemented.

The sky was getting lighter as we broke the side tow to give our partner facility an opportunity to practice their towing.

The crew of the Laron quickly went through the steps to execute a stern tow and then transitioned to a side tow. When they finished we took a few minutes to critique the evolution. We decided both facilities had done well and that we should move on to the next item in our training plan, so we broke the side tow and the facilities prepared to do some anchoring.

Suddenly the radio crackled to life. Sector had received a report of five missing divers. They broadcast a PON-

PON on channel sixteen with the lat/long of the last known point of the divers. We thought it was close, so we started checking our chart. At that moment, FC Al Beutler contacted Sector to let them know our four facilities were less than 10 knots away. Sector requested we respond to the scene immediately.

We had the last location of the divers on our chart, so we took off at best speed for the conditions about 24 knots. The sky had cleared and wind remained steady at about 15 knots. We would have a nine nautical mile run into three to four foot waves. We radioed sector with our ETA, approximately 20 minutes.

The whole atmosphere of the mission had changed for the crew. Here we were, an experienced coxswain and crew man, but we hadn't crewed together before and we had two trainees with us for what may be a life and death SAR mission. Would we be up to it?

About twenty minutes later we radioed Sector to inform them we had arrived on the scene. We quickly located the dive flag at the specified lat/long and we prepared to start a search pattern. The crew really stepped up. Mike and Jim began scanning the nearby beach with binoculars. Trish helped me scan the water near the dive flag.

About this time Sector radioed that



Mike Heryla SO-AN, watches as Jim Neff passes a line to Trish Foust FSO-CM, as Chuck Olson FSO-PE, and Ron Wendland FSO-PA (above) observe the progress of the transition from stern to side tow.

Photo by Tammy King

there was an unconfirmed report from a boater that some of the divers may be on the beach $\frac{3}{4}$ of a mile north of our location. Sector radioed that we could stand down from the SAR until confirmation was received.

Since we were the only USCG asset on site we as a group made the decision to continue to search the beach to confirm the condition of the divers. Mike and I are both EMTs and divers, Mike is a very experienced diver.

We turned *The Scout* north and paralleled the beach so Jim and Mike could search the beach while Trish maintained a watch and assisted me. Within a few minutes Mike said he thought he had spotted movement on the beach. We also spotted another vessel in the area that appeared to be the dive operator searching for the divers.

We took up a position about 100 yards off the beach out from the divers, we verified that all five were on the beach. We were also able to speak to the dive operator. At this point we contacted Sector and gave them confirmation that the divers were accounted for.

We could tell the divers were exhausted, not surprising since they had been missing for two hours and were $\frac{3}{4}$ of a mile from their entry point. As a crew we made the decision to stand by at the location to assist with the recovery of the divers from beach and provide first aid, if necessary or to possibly assist the dive boat in case they went aground trying to get close to the divers. We informed Sector of our decision.

At this point two of the crew prepared our tow line and rigged a throwable PFD with line to assist any divers who may be unable to make the swim to the dive boat while two of us maintained control of the facility.

The divers were able to work their way out to a sand bar about 75 yards off the beach. There was deep water adjacent to the bar so the divers made their way out to it and then they were able to board the dive boat.

Having seen the divers safely back their vessel we checked in with the dive operator and made the fifteen minute run back to our base, the Port of Edmonds. We updated our status with Sector and docked our facility.

During our debriefing we all shared our thoughts on the mission. I was extremely impressed by the way we were able pull together and prepare to assist the divers. Trish noted that as soon as our mission changed we imme-



Mike Heryla SO-AN, checks the fender placement for a side tow as Boat Crew candidate, Ty Tabor, looks on.

diately shifted from casual practice to a focused professional team ready to handle a potentially life threatening situation. All of us agreed that the open communication encouraged by Team Coordination Training helped us bond

quickly into an effective team.

The training we do to for Coxswain and Boat Crew qualification gives us all the experience needed to be ready for whatever we may encounter in a SAR mission. We all agreed, this is why we train! 🌀



photo by Patricia Foust, Flotilla 130-02-04

Auxiliary Facility Three SeaSons on patrol at Sea Fair event, Seattle, WA

Coast Guard Auxiliary Association, Inc.

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