



THE U.S. COAST GUARD AUXILIARY MAGAZINE

NAVIGATOR



FALL 2010



With a summer storm moving in during the Tall Ships Festival in Bay City, Michigan, DNACO Mark Simoni and his wife Cheryl, Flotilla 24-5, Saginaw, Michigan, navigate through the security zone. Jerri A. Smith, Flotilla 24-5, Saginaw, captured Simoni's patrol and the schooner *Roseway's* 103-foot tall masts reaching into the stormy skies. "I was intrigued with the incoming weather," Smith said, "knowing that we were all going to be soaking in about three minutes. As the wind picked up, shutter speed was important in catching the flags 'at attention.'" NIKON D50; 1/320 SEC. AT F/10, PATTERN METERING, LANDSCAPE SCENE PROGRAM.



NAVIGATOR

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OUR CONTRIBUTORS



Bill Petritz



Tom Nunes



Jason Caudill



Harriet Howard



Oscar Gallo



Tony Lorenc



Tom Sawyer



Jerri Smith



Kelly Townsend

DEADLINES

SPRING: March 31

SUMMER: June 30

FALL: Sept. 30

WINTER: Dec. 31

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



ON OUR COVER, Robin Ouellette, Flotilla 23-2, Solomons County, Maryland, helps a scout learn an intricate knot. Ouellette, a retired member of the Coast Guard, is an adult Sea Scout and currently serves as Auxiliary liaison to scouting's national organization. "The angle of view conveys the story of a knot tying experience," said photographer Tony Lorenc, Flotilla 10-13, Wyckoff, New Jersey. "The leading lines are strong. The scout is partially hidden by his hat, creating the illusion of downward motion towards the rope. The instructor's face, eyes, hand and nose also direct the viewer's eyes towards the rope. The points form a pleasing triangle that hold the viewer's attention." CANON 5D WITH 24-105 MM LENS; 1/500 SEC. AT F/9; ISO 400, MANUAL PROGRAM; SPOT METERING



**NICHOLAS
KERIGAN**

NATIONAL
COMMODORE



ON THE WEB

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

LEADERSHIP, PERFORMANCE, AND READINESS...THANK YOU

It's hard to believe it's been two years since I became your national commodore. It has been a distinct pleasure and honor to serve our country, the Coast Guard and the superb men and women of the Coast Guard Auxiliary. We've traveled a road together that has brought to life the concepts of "Leadership, Performance, and Readiness."

For me the journey began over 18 years ago. Along the way, many outstanding Auxiliarists mentored me:

At the flotilla and division levels were John Sutter, Norbert Geismar, Frank Farkas, Fred Menges, Pete Nilson, Don Schorr and my good friend Lou Macari. At the district level were Commodore Bill Huling and my good friend Commodore Lee Ward, with whom I had the pleasure of serving as a district captain (rear commodore then), Sector New York-South. At my first national conference in Kansas City in 2000, Lee introduced me to Gene Seibert, who was running for Atlantic East area commodore. I later had the pleasure of working for Gene as Atlantic East area commodore when he was our national commodore. Gene and Commodore Steve Budar have been mentors and I look forward to our continued friendship for a long time.

Today, I also have the privilege of being part of another group of outstanding Auxiliarists—Lieutenant Commander Stewart Sutherland, USCG (ret.), the best ship driver I have ever seen, and all my shipmates on Auxiliary vessel *Lady B*. I look forward to spending more time with all of you next year.

We have seen a lot of change over the last two years. And, guess what, we will probably see more change in the future.

Be ready. Spend time with your new members, involve them from the start. You have less than six months to make them feel part of the group or you will lose them. Work with neighboring flotillas. Trust your colleagues. Understand the Coast Guard and balance the needs of people with the needs of the mission and your own families.

Appreciate that among our national, district, division, and flotilla staffs, we have an extraordinary pool of professional talent. We have butchers, bakers, and candlestick makers along with attorneys, physicians, engineers, writers, mechanics, machinists, videographers, electronics technicians, firefighters, policemen, and a host of other professionals and craftsmen. Take advantage of those skills

and heed the advice of staff officers. Those who are about to assume new leadership positions need to be prepared mentally, physically, and emotionally for the job. Set realistic expectations with a sharply defined focus. Define tasks in terms of performance and desired outcomes. Respect those who have gone before. Communicate with our members and, when you believe you have communicated enough, communicate again!

Be humble. Leading by example means setting the standard desired in subordinates. Leaders who direct their attention and effort toward what they give rather than what they will receive enhance the group's performance. The over-arching theme of leadership becomes clear—service to others before self. Humility is uncommon. Ego often entices many down the road to frustration and compromise. To develop as a leader requires one to learn from mistakes and deal with adversity.

Meet commitments. When you say you will be at the station at 0800, be there. Don't show up at 1000 and expect the gold or silver folks to be happy to see you. Be involved in decisions that impact you. Make sure your colleagues are equally involved. Define goals, achieve consensus, and strive for excellence. Measure your successes and failures; learn from both.

Auxiliary members have excelled in response to the Haitian earthquake, Deepwater Horizon and less newsworthy events. Thank you for a job well done!

I have really enjoyed traveling the country meeting many of you. You represent the best in America—people who freely give their time (and yes, their money) to help others. You made the job fun and rewarding. The memories will last forever.

I can't think of a finer person to be your new national commodore than my friend Jim Vass. He's been my Auxiliary leadership partner for the past two years, serving as your vice national commodore. He and his national bridge and staff need your support and I will be there to assist as appropriate.

A change of watch, a time honored tradition ensuring continuity, marks the transfer of authority and accountability. The long splices may be a bit different under Commodore Vass, but our core values will remain intact.

Thank you for your dedication, your continued service to our organization and for the honor and privilege of representing you as your national commodore. *Semper Paratus.* 🌟

Uniform *Faux Pas*

In the last issue of *Navigator*, members were asked to point out the uniform *faux pas*. Some did rather well, while others thought items that were wrong were actually right and vice versa. No one identified all of the problems.

To be sure you are wearing your uniform correctly, keep up with the various changes by the Uniform Board and Coast Guard Headquarters. While Chapter 10 of the AUXMAN discusses uniforms in some detail, one needs to also be familiar with the USCG Uniform Manual, COMMANDANT INSTRUCTION M1020.6F as amended. Download it at: www.uscg.mil/directives/cim/1000-1999/CIM_1020_6F.pdf.

The person who came closest to identifying the errors first is Valerie Fernandes, vice flotilla commander, Pass-a-grille Flotilla 78, St. Pete Beach, Florida. Valerie will receive a lifetime subscription to *Navigator* and a Coast Guard Governmental and Public Affairs coin. Over 100 people responded to the contest.

Here are the *Navigator* Summer 2010 uniform *faux pas*:

PAGE 3: Woman's ribbons are not in proper precedence

PAGE 9: Woman is wearing soft shoulder boards

PAGE 13: Admiral Allen is okay. No one wears a cap aloft or carries anything aloft that might fall.

PAGE 15: Soft shoulder boards are a no-no. Ribbons and devices are askew. Appears to be wearing a unit cap which is okay if approved by the commanding officer.

PAGE 19: People with no collar devices are presumed to be USCG non-rated members.

PAGE 20: Civies are often authorized in emergency operations centers.

PAGE 22: Member or office device should be worn on the ball cap, not the garrison cap device per an ALAUX.

PAGE 24: Person on deck should have a hard hat on.

PAGE 29: Too many rings on member. Past officer and AUXOP devices are okay. Should be wearing small national staff device.

PAGE 31: Coast Guard Academy Partners badge is in the correct position. Top photo: Singer has no cap. (Most vocalists remove their hats to sing.)

PAGE 32 TOP: Cap on woman should be removed inside the building. Bottom: Member is not wearing an authorized uniform.

PAGE 33: While more of a flight safety issue rather than an uniform issue, caps should not be worn on the flight line.

PAGE 35: White shoes are not permitted per USCG uniform regs even though they are okay in the current AUXMAN.

PAGE 36: People should be wearing caps on the bridge.

Celebrate



ASAR Heats Up!

First place at the Atlantic Search and Rescue (ASAR) competition on July 24 went to the team of Richard Pianka, Flotilla 25-4, East Hartford, Connecticut; William Marriott, Flotilla 25-6, South Windsor, Connecticut; Eric Kanter, Flotilla 25-3, Mystic, Connecticut; and Eileen Christensen, coach, Flotilla 25-6. The event was hosted by Division Six of Fifth Southern at the Coast Guard Training Center at Yorktown, Virginia. Teams from District One, North and South, and District Seven competed. SUBMITTED BY THEODORE W. POTTER, FLOTILLA 63, POQUOSON, VIRGINIA.



Student Body President

Auxiliarist Nicholas "Nick" Swiatkowski, a member of Flotilla 85, Peoria, Illinois, has been elected student body president at Bradley University in Peoria. Nick, who just began his junior year at Bradley, majors in entrepreneurship. He enrolled at Bradley in 2008 and joined the Auxiliary later that year. At Bradley Nick has received the Presidential Scholarship and the ArcelorMittal USA Scholarship. His peers have honored him for his service to the Student Senate. He is also active in his fraternity and the interfraternity council.

In his flotilla, Nick serves as vice commander and as staff officer for communications and communication systems. He is also division staff officer for communication systems.



COMING NEXT ISSUE

Do you know this boat?
Hint: There were only 110 built. Not one
ever sank. It can make a man cry.



www.teamcoastguard.org



NAVIGATOR

The official magazine of the
United States Coast Guard Auxiliary
www.cgaux.org

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Coast Guard Auxiliary Association, Inc.

ISSN 2152-4453 (print)
ISSN 1938-985X (online)

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The crew of the *Sea Hawk*: left to right, are Ken Simpson, Flotilla 43, Santa Clarita Valley; Robert Uy, Flotilla 41, Northridge; Brad Anderson, lake patrol officer; Eric Williams, Flotilla 41; and Trent Kelly, Flotilla 12-5, Beach Cities, who was incident commander.

LAKE ISABELLA Creating Public Awareness

Lake Isabella, a man-made reservoir located in Kern County, California, near the Sequoia National Forest, is a mecca for boaters, campers and fishing enthusiasts. The lake is regulated by the U.S. Army Corps of Engineers and patrolled by the Kern County Department of Parks and Recreation. The U.S. Forest Service oversees its shoreline.

The lake's popularity has led to an increasing number of boating accidents and fatalities in recent years. Michael Johnson, commodore, District 11-South, identified the lake as "an inland lake of high interest that could benefit from an Auxiliary presence." To increase the effectiveness of the Auxiliary's mission, Rear Admiral Joseph R. Castillo, commander, Eleventh Coast Guard District, requested that the Auxiliary "seek out and offer partnerships and assistance to local agencies where an Auxiliary mission presence can be beneficial."

DCO Johnson assigned an incident management team and on Memorial Day

weekend the U.S. Coast Guard, the Coast Guard Auxiliary and the Kern County Parks and Recreation Department conducted a joint three-day boating safety and awareness mission on Lake Isabella. An estimated 15,000 people visited the lake that weekend. The three agencies conducted surface patrols, performed 22 vessel safety checks, discussed Auxiliary membership with interested visitors and distributed safe boating literature, life jackets and t-shirts to the public. The mission yielded many assists, including one minor medical first aid case, two swimmer/windsurfer escorts and eight vessel tows by one Auxiliary boat, three lake patrol boats and two Auxiliary personal watercraft operated by Don Norby and Michael Newmen, Flotilla 68, Dana Point, California.

Auxiliarist Robert Uy, Flotilla 41, Northridge, coxswain, Eric Williams, Flotilla 41, Jerome Simpson, Flotilla 43, Santa Clarita Valley and Trent Kelly, Flotilla 12-5, Beach Cities, patrolling the lake aboard Auxiliary vessel *Sea Hawk*,

rescued two teenagers who had fallen from their personal watercraft into 56-degree water and were developing hypothermia when the Auxiliarists found them.

Coast Guard Air Station Los Angeles sent a MH-65C helicopter to the lake and conducted four search and rescue demonstrations viewed by the public ashore and afloat. The helicopter also served as a static display for public viewing.

Roxanne Firmin, branch assistant, videography, shot a video of the event which was shown at the national conference in Scottsdale. It will be used by District Eleven and its partnering marine agencies, in particular, the Kern County Parks and Recreation Lake Patrol and is available online at www.vimeo.com/14602502.

The event had a very positive impact on the local community. Many visitors thanked Team Coast Guard for its presence and service on the lake. All of the agencies involved are expected to work closely in the future promoting safe boating on Lake Isabella. ☀

Photo by Stephen Lee, Flotilla 12-4, Los Angeles.



Color guard from District 11-South opens the national meeting. Left to right, members are: Trent Kelly and Robin Neuman, Beach Cities Flotilla 12-5; Nora Watson and Al Verdi, Flotilla 12-4, Los Angeles, California.

NACON 2010 – SCOTTSDALE, ARIZONA

The 2010 Coast Guard Auxiliary National Conference in Scottsdale, Arizona, came to an end on August 29 after a jam-packed week of meetings and workshops, fun and fellowship, new products and services presented by a host of vendors, and of course, the main event—the election of a new national commodore and bridge. It was one of the largest national conferences in memory with over 400 members and guests attending from the United States, Canada, the Philippines, the Dominican Republic, Curacao and Australia. National Commodore Nick Kerigan bestowed honorary membership on Vice Admiral Higinio Mendoza, national director for the Philippines Coast Guard Auxiliary and Commodore Ray Campbell, head of the Australian Volunteer Coast Guard Auxiliary. The Auxiliarist of the year and the best flotilla in the nation were honored. Admiral Robert J. Papp, Jr., 24th commandant of the Coast Guard, gave an interview to *Navigator* then spoke to the membership at a gala Commodore's Dinner on Saturday evening. It was a week filled with new business, new leadership, new friends and much enthusiasm.

If you have never attended a national conference, you have missed part of the experience of being an Auxiliarist. Make your reservation early for the 2011 NACON in Charlotte, North Carolina. Visit www.vimeo.com/15596306.



BEST FLOTILLA IN THE NATION (See the full story on page 14.)

Best Flotilla in the Nation, an award of the BoatU.S. Foundation, was presented by Ruth Wood, president, and NACO Kerigan, to District 13, Flotilla 42, Sequim-Port Angeles, Washington. Leo D. Leonard, flotilla commander, accepted the award.

AUXILIARIST OF THE YEAR

Ryan C. Bank, Flotilla 39-6, Wilmette Harbor, Illinois, scans through information in a social media monitoring system he created which is used by the Department of Defense and State to help coordinate rescues and medical evacuations.

Photo by Petty Officer 3rd Class Walter Shinn.



Citation:

Mr. Bank is cited for meritorious service in the performance of duty while serving Coast Guard Ninth District (Western Region) Auxiliary Flotilla 39-6 from August 2007 to December 2009. Demonstrating superb enthusiasm, Mr. Bank performed over 535 hours of service across several Auxiliary mission areas. He completed the extremely challenging qualification as communications watchstander at Coast Guard Station Wilmette Harbor, Illinois, and then undertook qualification as crewmember on the Coast Guard's 25-foot Defender-class boats. As public affairs officer in his region and for national staff, Mr. Bank made tremendous contributions through his internet and social media skills. Applying exceptional insight, he recognized that the lack of phone lines and cell towers during times of distress and natural disaster, coupled with overloaded networks, could cause huge hurdles to finding people



in need. Mr. Bank developed a unique social media application that searched and monitored content submitted via social media platforms such as text messages, Facebook, Twitter, and other outlets. Content or posts were then combined with the GPS latitude and longitude of the original messages and sent to a central computer location. After successfully applying this system in regional support of Coast Guard search-and-rescue cases, it was applied on a massive scale in response to the January 2010 earthquake in Haiti. His unique application was able to scan several hundred thousand social media feeds, target tens of thousands of distress messages, and help direct rescue resources to save at least 80 lives. Such superb performance deservedly earned Mr. Bank distinct recognition as the 2009 Auxiliarist of the Year. Mr. Bank's dedication and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary.

SPONSORS AND EXHIBITORS

The Coast Guard Auxiliary Association appreciates the participation of the following sponsors and exhibitors at the of the 2010 National Conference: Nationwide Insurance, boat-ed.com, Progressive Insurance, McGraw-Hill, Absolute Outdoor (manufacturer of watersports, outdoors and marine products under the Full Throttle and Onyx brands), American Canoe Association, AT&T Government Solutions, Arizona Department of Game & Fish, Markel Insurance, FLIR, C-Map by Jeppesen, Laurino Consulting, Data Secure Live, Living Patriot, GPS Latitude, Piratecom, Revere Survival, Robotronics, Stearns, USCG Uniform Distribution Center, Pentagon Federal Credit Union, BoatU.S., National Association of Commodores, BSA/Sea Scouts, National Weather Service, Arizona Boating & Watersports, America's Waterway Watch, Diversity Advisor to the National Commodore, the Auxiliary National Departments of Public Education, Vessel Examiners and Public Affairs, Sea Partners, U.S. Coast Guard Academy Admissions Partners.

NATIONAL AWARDS PRESENTED AT NACON

National Safe Boating Hall of Fame

The National Safe Boating Council named Everette Tucker, past national commodore, to the NSBC's Boating Safety Hall of Fame. Fred Messman, deputy director of the NSBC, joined Ms. Ruth Wood of the BoatU.S. Foundation in presenting the crystal award to COMO Tucker.

The Best of the Web Awards were presented by Irene Wetzol, Director of Information Technology. The award represents and honors all Auxiliary web managers for their pursuit

of an Auxiliary presence on the internet, and the contributions by members of a unit to the website. A successful website with current information is the result of united unit effort. The selection of the Best of the Web recognition was determined by a panel of judges. A logo will be sent to each winning webmaster to display on the website.

Flotilla Runner-up Certificate: Flotilla 10-1, District One-Northern Region

Flotilla Trophy Award: Flotilla 33-4, District Eight-Western Rivers

Division Runner-up Certificate: Division One, District 11-Southern Region

Division Trophy: Division 17, District Seven

District Runner-up Certificate: District One-Northern Region

District Trophy: District Nine-Eastern Region

NOAA Chart Updating Awards were presented by Ed Martin of the National Oceanographic and Atmospheric Administration. Recipients were District One-Northern Region; District Seven; District Seven, Flotilla 17-6; Nick Tarlsen and Frank Cotter.

Coast Guard Eagle Awards were presented by Jeff Hoedt of the Coast Guard's Office of Boating Safety to Cathie Welty, Upper Keys, Flotilla 13-8, for service to District Seven with 5,089 partner visits over many years and her work in the development of the RBS partner visitation manual; to Robert Uy, Flotilla 41, Northridge, California, who logged 364 missions in various bodies of water offering numerous assists, 80 hours in public affairs and 94 hours conducting training; to Charles Feldman, Flotilla 26-3, Roscommon, Michigan, for program visits, public affairs and a link between the Auxiliary and the South Higgins State Park and the Au Sable Canoe Marathon Committee, vessel examinations and public education, including attendance at all Boating Skills & Seamanship sessions.

Best Flotilla in Vessel Safety Checks, an award of the Marine Retailers Association, was presented by Robin Freeman, assistant national commodore recreational boating safety, and NACO Kerigan to District 11-Southern Region, Flotilla 74, Ventura, California. Robert Holm, flotilla commander accepted the award.

Department of Vessel Examination and RBS-Visitor Program Awards

First Place, Vessel Safety Check Award – District Five-Northern Region, Flotilla 49

Second Place, Vessel Safety Check Award – District 11-Northern Region, Flotilla 39

First Place, RBS-Visitor Program Award – District 13, Flotilla 42

Second Place, RBS-Visitor Program Award – District Nine-Western Region, Flotilla 31-1

Best Flotilla in Public Education, an award of the National Boating Federation, was presented by Marlene Barrington, past president, to District Five-Southern Region, Flotilla 63, Poquoson, Virginia. Frank Hudson, flotilla commander accepted the award.

Auxiliary Legion of Merit Medal

Victor Connell, Thomas Mallison, Steven McElroy, James Vass and Thomas Venezio.

Auxiliary Meritorious Service Medal

Klaus Baumann, Peter Urgola, David Elliot, Robin Freeman, Fred Gates, Richard Ives, Dante Laurino, Richard Lawrence, Bruce Miller, Mark Simoni, Everette Tucker.

Auxiliary Commendation Medal

Brigitte Baumann, John Cooper, Ernest Davenport Stanley Feldman, Jackson Gumb, Kelly Johnson, Gregory Kester, Mary Larsen, Donald Lloyd, Anne Lockwood, Chester Lowe, Linda Merryman, Jan Robert Munroe, Jan Robert Munroe II, Robert Nelson, Thomas Nunes, Joseph O'Leary, James Penny, Robert Perrone, John Potts, William Pritchard, Gene Seibert, Robert Schafer, Nicholas Tarlson, Gary Taylor, Carol Urgola, John VanOsdol, Gail Venezio, Christopher Ware, and John Whelan.

Auxiliary Achievement Medal

Penny Bailey, Nick Critelli, Robert Fong, Joseph Gregoria, Richard Gurkin, Matthew Hammons, Eric Hebert, Deloris Hendrickson, Bruce Johnson, Dante Laurino, Pauline Longnecker, James Lubner, Paul Mayer, Richard Myrick, Raymond Pages, Steve Pegram, Phil Pelter, Celeste Penny, Alexander Proven, Bruce Pugh, Steven Putnoki, Kenneth Renner, Wilson Riggan, Eugene Romanick, David Thomas, Todd Totland, Lewis Wargo, Robert Westcott, Irene Wetzel.

Commandant Letter of Commendation Ribbon

Phillip Bailey, Michael Bauer, John Bentley, James Berg, Anthony Castelletti, William Coby, Jayson Cyphers, Patricia Fritchie, Bruce Long, James McCarty, Byron Moe, Gerson Nordlinger, Kelly Townsend, Ronald Tvorik, Bessie Tyner, Donald Zinner.

Meritorious Team Commendation Ribbon

2009 NACON Wiki Committee, 2009-2010 N-Train Public Affairs Group, 2009 Member Survey Team, 2010 Boy Scouts of America Committee, Auxiliary Sector Conference Coordinator Team, AUX-12 Public Affairs School, AUXChef Committee, Auxiliary Communications Course Committee, Auxiliary Video Team, Auxiliary Member Activity Log Restructuring Team, NACON Exhibitors Committee, Public Affairs Response Team, Pilot Paddlesport Program Website Template Committee. 🌟



Mike Johnson, commodore, District 11- South, is interviewed by Phoenix Channel 12 reporter Nicole McGregor.

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



The crew of the Auxiliary vessel *Leviathan*. On the flybridge left to right, Jerry Crampton, Ari Requicha, Joe Nebelsky; on the foredeck left to right Duke Overpeck, Hal Pruett; and by the aft door, Fabio DeContreras.

ESCORTING PIRATES

It's a long, long way from the Caribbean, but on August 16 and 18, Auxiliary vessel *Leviathan*, owned and coxswained by Joe Nebelsky, Flotilla 59, San Pedro, California, escorted the British sailing vessel HMS *Surprise* during the filming of *Pirates of the Caribbean: On Stranger Tides*. The film is the fourth installment of the popular movie series.

The sailing vessel had not been expected to leave the dock on August 16, but with fog rolling in, the conditions were ideal, so they got underway with film crews both aboard and on camera boats. While most sailors don't consider fog ideal, it hides Catalina Island, oil rigs, cargo vessels and the mainland from the camera's lens, so directors favor it.

Assigned to protect the perimeter of the filming activity, Auxiliarists who served during the two-day mission included Oscar Gallo, "Wally" Waldron, Jerry Crampton, Ari Requicha, Dave Staley, Hal Pruett, "Duke" Overpeck, and Fabio DeContreras. They diverted 38 private vessels on the first day of filming, which began at 0800 and ended about 2000 hours.

About 200 people were on the deck of the pirate ship, including cast, film crew and ship's crew. A small fleet of safety boats, two Los Angeles police boats and *Leviathan* were dispatched



to assure the safety of all passengers.

Cast for *Pirates* includes Geoffrey Rush, Johnny Depp, Penelope Cruz and Ian McShane, who plays Blackbeard. The film is set for release on March 11, 2011.

The HMS *Surprise* was built in 1970 as a replica of the 18th century Royal Navy frigate *Rose*. It served for 30 years as an attraction and sail-training ship before being converted to a faithful replica of a 24-gun frigate typical of those sailed by Great Britain's Royal Navy during the Nelson era. Its film debut was in *Master and Commander: The Far Side of the World*. It is berthed at the Maritime Museum of San Diego. 🚩

"To graduate young men and women with sound bodies, stout hearts, and alert minds, with a liking for the sea and its lore, with that high sense of honor, loyalty, and obedience which goes with trained initiative and leadership; well grounded in seamanship, the sciences, and amenities, and strong in the resolve to be worthy of the traditions of commissioned officers in the United States Coast Guard in the service of their country and humanity."

— The Mission of the Coast Guard Academy

STORY AND PHOTOS BY TOM NUNES,
Flotilla 10-8 East Valley, Arizona

Students Set Their Sights and AIM

The week-long program known as the Academy Introduction Mission (AIM) brings some of the country's best and brightest young people to the Coast Guard Academy for a week of intense academic/engineering orientation, athletic competition and leadership training. This non-stop program is designed as an introduction to life as a cadet and Coast Guard officer. It is important that high school students make an informed decision about applying to any college so AIM students meet faculty and staff from whom they learn about academic, military, and athletic programs; they meet cadets who have sailed on the USCGC Eagle and flown aircraft, and Coast Guard professionals who have started their leadership journey. AIMsters learn first-hand whether the Coast Guard Academy is right for them. They live like cadets to see if they have what it takes to succeed.

AIM graduates tend to excel as cadets. About 80 percent of those who participate in the summer program actually apply to the Academy. About 50% of this year's entering "swab" class at the Academy were "AIMsters."



A second classman coxswains a boatful of new AIMsters.

AIM is operated almost entirely by the Auxiliary. It is Auxiliarists and, in particular, Auxiliary Academy Admissions Partners who make the program a success. It is the single major source of Academy recruiting. Admissions Partners also include parents of cadets or graduates, alumni, former officers, and retirees. Several Admissions Partners are at the same time Auxiliarists, alumni, and either active duty or retired Coast Guard officers. A cadre of Second Classmen (juniors)

conducts most AIMster training.

Ray Birnbaum of Flotilla 78 in Stamford, Connecticut, puts in long hours, as do other partners, during AIM week, making sure the program fulfills its mission of introducing the Academy to prospective applicants. AIM covers three weeks hosting about 150 high school students each week. The program actually saves the admissions department money. Students who decide the Academy isn't for them don't apply. "The admissions department



In Billard Hall, AIMsters work on their robotics projects just before competing for the best AIM project.



doesn't have to take time to review their applications, and should they accept an appointment, they won't decide to leave," said Birnbaum.

As hard as AIM staff and the Academy admissions staff work, one cannot underestimate the importance of Admissions Partners in the field. They visit high schools and seek out the best of America's youth. They interview applicants and prep them, walking students and parents through the admissions process.

AIMsters react to being at the Academy in different ways. "The first day was horrible, but now I don't want to leave," related an AIMster from Arizona. "I attended the second week of the AIM program. It was truly an awesome experience and it totally blew the Naval and Air Force Academies' summer programs right out of the water." ... "AIM had no boring academic workshops to sit through." ... "The engineering project was some of the most fun I ever had and I learned a lot from participating in it. The various team building exercises the cadre had my platoon do were very successful in forming us into a team from complete strangers at the beginning of the week into close friends by the end of the week." ... "I had an incredible time during AIM last week. I find it challenging academically and physically. I truly believe that the Coast Guard is the right service for me because of the character of its people, the great service it provides to the nation and the opportunity that it offers to me to grow and learn in many ways. With that said, I am ready to go. I would like to apply as soon as possible." ... "Last week was a defining moment for me. I have attended this summer not only AIM, but also the Naval Academy and Air Force Academy's summer seminars and AIM was the most fun, fulfilling and meaningful. The Coast Guard is where I want to be."

A candidate for the AIM program must be a U.S. citizen and a junior in high school, in good health and physical condition and able to run, do push-ups and sit-ups, and handle the heat and humidity of a Connecticut summer. Weight must be proportional to height. Medical qualification for AIM does not indicate that a student will be qualified for entry into the Coast Guard Academy. Common medical disqualifiers for direct entry include color-blindness, asthma and vision not correctable to 20/20. 🌟

AIMsters are introduced to sailing on the Thames River.

BEST FLOTILLA IN THE NATION

Flotilla 42, Port Angeles, Washington

The coveted title of Best Flotilla in the Nation was awarded to Flotilla 42 of Port Angeles-Sequim, Washington, at the Auxiliary's national conference in Phoenix, Arizona. The award follows a series of Coast Guard District 13 awards culminating in the flotilla being named the district's outstanding flotilla for the years 2007, 2008, and 2009.

What does it take to be the best flotilla in the nation? Leo D. Leonard, Flotilla 42 commander in 2008 and 2009 and 2010 finalist for the Charles S. Greanoff Award for outstanding leadership, said, "We build on a solid foundation established by earlier commanders, Peter Raiswell (incoming District 13 commodore), Steve DeMaggio (past district captain) and Sandy Pinckert (past Auxiliary coordinator). The flotilla's organizational structure and professional climate serve as a solid basis for building membership. We focus on five stated principles."

1. The Auxiliary is a partner with the active duty. The flotilla and its assets are a force multiplier of the Coast Guard. When Captain Scott Pollock, group commander, stated that the flotilla's primary responsibility was recreational boating safety, the flotilla responded in 2007, 2008, and 2009 by being named first in the nation in recreational boating safety program visits with over 3,000 visits each year to local dealers and retailers. Flotilla members conducted over 500 vessel safety checks each year, gave almost 1,000 hours in public affairs, and taught boating safety classes and programs in area schools.

2. Recruiting and retention is critical to survival and mission completion. The flotilla contacted all members, offering them a menu of traditional and new opportunities for involvement such as AUXCHEF, Citizen's Action Network, incident command exercises and assisting in the formation of a detachment at Forks, Washington. The flotilla led the district in direct operational sup-



port from 2007 to 2009. Marilynn Leonard acted not only as group assistant public affairs officer, but also flew with the active air crews on countless photographic missions over a two-year period. With over 1,000 hours of direct support per year, plus her active role as detachment leader and high producer of vessel safety checks, she was named Auxiliarist of the Year at 2009's national conference in Chicago.

The flotilla developed a comprehensive recruiting plan that involved

schools, boating classes, friends, churches, community clubs, and elected leaders. The result was a flotilla that grew from 32 members in 2005, to 43 in 2006, to 61 in 2007, to 87 in 2008, and to 104 in 2009.

3. Mentoring is the key to helping new members. Each new member is assigned a mentor. Staff officers work with members to counsel, create a friendship team, and help them learn their assignments. "It is always a work in progress," Leonard said.

RIGHT: AUXAIR volunteers Marilyn Leonard, John Warner, Flotilla 22, East Side, and Brad Pattison, Flotilla 33, Tacoma, go through preflight briefing prior to flying an aerial photo mission for the Coast Guard.

BELOW: AUXCHEFs Dorothy and Fred Steffan serve lunch to FS2 Sarah Ollerman on board the USCG Cutter Swordfish.



Photo by Marilyn Leonard, Flotilla 42, Port Angeles, Washington.



Photo by Leo Leonard, Flotilla 42, Port Angeles, Washington.

4. Training is critical to mission success. All members are strongly encouraged to complete a boating safety course, followed by training in various mission areas. Vince DeBenedette, two-time top producer in the nation in program visits, became an instructor, as did Richard Johnston, a top producer in vessel examinations. Over 20 new vessel examiners, 12 new program visitors, 21 new instructors, 31 ICS-trained volunteers, eight new boat crews, and four AUXCHEFs resulted. The training

plan further includes opportunities for watchstanders, boat crew, AUXAIR, and public affairs.

5. Fellowship is the glue that holds a flotilla together. Weekly breakfasts, several potlucks a year, and an annual barbeque with the active duty, civilian Citizen's Action Network members and other guests are helpful. Taking on a centuries-old tradition, the flotilla initiated Dine-Ins for staff and Dine-Outs for all members and spouses. The flotilla averaged five a year, complete with parading

the beef and fining those who failed to show proper decorum or correct uniform. Fun-filled Mess Nights occasionally involved the active duty. All fines were given to the gold side's Morale, Well-being and Recreation program.

"Winning awards has never been part of our plan, nor should it be," said Leonard. "We set goals and try to provide a service, the best service we can, to the Coast Guard and public that we serve and to whom we are accountable." 🍀



STORY BY W. TOM SAWYER, JR.,
Flotilla 12, Bangor, Maine



Lobster
 boats
 haulin' it
 on the race
 course in
 Stonington,
 Maine.

Photo by W. Tom Sawyer, Jr., Flotilla 12, Bangor, Maine.



Auxiliary vessels that patrolled the Maine lobster boat races: *Dirigo Pilot*, coxswain W. Tom Sawyer, Flotilla 12; *Spicus*, coxswain Frank Wiswall, Mid-coast Flotilla 18; and *Time Away*, coxswain Tom Lambert, Flotilla 12, Bangor.

Photo by Wayne Hamilton, Mid-coast Maine, Flotilla 18.

HAULIN' POTS

Patrolling the Maine lobster boat races

On July 10 and 11, the Maine towns of Searsport and Stonington came alive with the thrill of competition during the annual lobster boat races, which drew a large crowd of spectator boats. From Penobscot Bay, Auxiliary vessels *Spicus*, a specially-built lobster yacht coxswained by Dr. Frank Wiswall, Jr., Castine; *Time Away*, coxswained by Tom Lambert, Bangor; *Surf Scoter*, coxswained by Luke Williams, Stonington; and *Dirigo Pilot*, coxswained by W. Tom Sawyer, Dedham, performed regatta safety patrols, supporting the 65-foot cutters Tackle and Shackle.

The Auxiliary vessels were posted at each end of the race course to prevent unsuspecting recreational boaters from interfering with the racers, as well as to prevent the boisterous spectator fleet from mooring too close to the action.

"Maine lobster boat racing captures not only the interest of the Maine lobster fishermen, but also tourists," said Jon Johansen, president of the Maine Lobster Boat Racing Association (MLBRA). "All are thrilled by great racing, but those who follow each event know it is more about the people. We have more than enough interesting characters. Some go all out to win; others look to cross the finish line in a boat that grabs all the atten-



tion." Regionally, long-time racers have celebrity status. Between heats Auxiliary vessels might escort a Hinckley Bermuda 40' sloop or picnic boat briskly along the race course, to the taunts and jeers of race fans impatient for the next heat.

When lobster boat racing was formalized in Jonesport, Maine in 1920, it was already tradition among Maine's lobstermen to race back to their home ports in their gaff-rigged Friendship sloops after a day hauling their lobster traps. The MLRBA was formed to create classes and rules in 2002, and in 2010 the association organized ten events along the coast of Maine from Portland to Jonesport.

Galen Alley, Beals Island, Maine, owner/driver of *Foolish Pleasure*, holds the series record with a top speed of 68.1 mph set at Rockland, Maine in 2010.

Starlight Express, owner/driver Alfred Osgood of Vinalhaven Island, Maine, took top honors in Stonington with a speed of 58.5 mph, earning himself the crown of "Fastest Lobstah Boat Afloat."

Maine's ubiquitous lobstermen and their haulin' lobster boats provide a unique spectacle for fans, Auxiliaries, and racers. For more information on Maine lobster boat racing visit www.mainescoast.com. 🦞

GAMEDAY TO BOOMSDAY

LABOR DAY WEEKEND IN KNOXVILLE

A long summer of training in record-breaking heat paid off for Auxiliarists in Eighth District-Eastern, Division 12, on Labor Day weekend when a triple treat of events combined for a unique boating experience. Besides being a holiday weekend, on Saturday the University of Tennessee Volunteers played their opening game against the University of Tennessee-Martin. The Vols play in Neyland Stadium, which happens to be the only college stadium in the country accessible from the water. Then on Sunday, Knoxville hosted Boomsday, a fireworks celebration, attended by over 400,000 people, including hundreds of boats in the water, according to local news reports.

A combined effort of Auxiliary and active duty Coast Guard, Tennessee Wildlife Resources, the Knox County sheriff's deputies, police, and other volunteers resulted in four days of operations. Division 12 operations officer Jay McDonald, Flotilla 12-1, Knoxville, worked closely with city and state officials and the Coast Guard to coordinate Auxiliary patrols with overall event management for the weekend.

Patrols began on Friday when large numbers of boats began moving into the downtown area for the football game on Saturday. "Vol Navy," as they are known, are fans of the University of Tennessee who arrive by boat and dock next to the stadium for a weekend-long tailgate party on the Tennessee



Dave Roberts, coxswain on Auxiliary vessel *Past Time*, Fox Road Flotilla 12-3, and crew, Charlie Gladwin and Dan Panzaru, Norris Lake Flotilla 12-5, and Tim Froehlich, Flotilla 12-1, Knoxville, patrol the Tennessee River during Labor Day weekend.



One of Knoxville's popular raft-up locations is Calhoun's restaurant on the Tennessee River next to the Gay Street bridge.

River. By kickoff, over 99,000 fans filled the stadium and a fleet of watercraft moored outside the stadium.

Bill Barkley, Flotilla 12-5, Norris Lake, and Pat Rule, Flotilla 12-3, Fox Road, used their 34-foot cruiser and crew to set buoys marking no-wake zones on either end of the event area and began safety patrols. They remained on station for the entire four-day weekend. In all, Knoxville flotillas deployed five vessels which were kept busy with a wide variety of activities. One of the most challenging aspects was keeping the main channel open and accessible to commercial traffic.

The Boomsday fireworks are launched primarily from the Henley Street Bridge that crosses the Tennessee River near both downtown Knoxville and Neyland Stadium. The boats in the river range from 100-foot cruisers to single-person kayaks and everything in between. Two large commercial passenger vessels docked on the river near downtown Knoxville; the *Star of Knoxville* and the *Volunteer Princess* both departed approximately two hours before the start of the fireworks show and faced a highly challenging operating environment. The Auxiliary took an active role in clearing the way for both commercial boats and escorting them through the traffic.

Then, shortly before the start of the fireworks show, while moving upriver, Don Bray, Flotilla 12-3, and his crew, Sharon Bray, Flotilla 12-1, and Jay McDonald, Charlie Crabtree and Jason Caudill, Flotilla 12-3, encountered a 24-foot pontoon boat with nine people on board operating without navigation lights in the crowded channel. The Auxiliarists advised them to use a flashlight to be visible and, if they could not get their lights working, to call for help getting back to shore.

After dropping off Crabtree at a popular public ramp to assist people pulling out after the fireworks, Bray and his remaining crew returned downstream where they again encountered the pontoon boat, still without lights and now with no working engine, drifting quickly with the current toward a group of vessels.

With the local commercial towing service not respond-

ing and a multiple-boat collision becoming imminent, Bray received permission to clear the disabled vessel only minutes before the fireworks show ended and hundreds of boats started upriver.

Throughout the weekend, patrols kept recreational boaters at idle speed and advised them of the need to adjust the seating arrangements on their boats for safety, the proper use of PFDs for children, and of malfunctions or improper use of their lights after dark. Crabtree's work at the public dock helped prevent congestion, delays, and damage as boaters headed home. The Auxiliary's presence as a whole was significant and an opportunity to show the Auxiliary ensign, educate and help protect the public.

Patrols continued through Monday. Buoys which had been deployed on Friday were collected and boaters who remained at anchor overnight were assisted with their departures as needed. 🌀



Neyland Stadium, Knoxville, home of the University of Tennessee Volunteers. The river below is a popular anchorage for fans.



DEEPWATER HORIZON

The Response Continues

Six months after the Deepwater Horizon oil platform exploded, causing the largest oil spill in American history, the well is capped, but cleanup still continues. Coast Guard Auxiliary volunteers were there from Day Two supporting their active duty counterparts. From coast to coast, from Alaska to Key West, when the call went out, Auxiliarists answered.

Part I of *Navigator's* coverage appeared in the last issue. This update reports on the role of public affairs specialists, AUXAIR, and three Auxiliarists who served in unique positions: COMO Bob Colby and Ralph Bathelt who stood radio watch and scouted beaches in Port Fourchon, Louisiana, and Art Alt who served as helmsman aboard a cutter skimming oil off Pensacola.

Captain James Montgomery, director of the Auxiliary, District Eight-Coastal, estimates that up to 500 Auxiliary volun-

teers served either hands-on or as back-fill for active duty and reserve members who reported to the spill. "The one thing Deepwater Horizon showed," he said, "is that there is a vast volunteer personnel resource available for emergencies and the current system is unable to adequately tap into that resource." As early as May 15, 121 Auxiliarists had signed up to work and listed their civilian professions: GPS geographers, chemists, engineers, 100-ton licensed captains, commercial salvors, interpreters, photographers, paramedics, pilots, welders, cooks, attorneys, industrial hygienists, OSHA technicians, former Gulf Strike Team members, heavy machinery operators, and computer technicians.

The Public Affairs Mission

More than two years ago, Robert Nelson and Tom Nunes, the Auxiliary's public affairs director and deputy

director, determined that the Coast Guard Auxiliary needed an emergency response plan to supplement Coast Guard public affairs resources. The result was a public affairs response team that built on the AUX-12 C-School and the three-tiered Auxiliary Public Affairs Specialist qualification. Of 32,615 active Auxiliarists, about 70 hold a Public Affairs Specialist (PA) qualification. Tom Nunes activated the plan on July 2.

As reported, many Team Coast Guard members responded quickly to the April 20 incident in differing substantive roles. By July, the Unified Area Command (UAC) occupied two floors of a New Orleans office building. The Oil Pollution Act of 2007 (33USC2701) placed federal incident responders and representatives of the responsible party, BP, plc., side by side. As with all incident command system responses, this hybrid



ABOVE: On September 1, 2010, BP contract workers clean up tarballs on the East Beach at Port Fourchon.

BELOW: Ralph Bathelt, Flotilla 11, Massena, New York, holds a shorebird rescued from a net.



Photo by Ralph Bathelt, Flotilla 11, Massena, New York.

Photo by Coast Guard Reservist DCI George Lyle.

response included an external affairs department (EA). EA reported to Rear Admiral Paul F. Zukunft, USCG, the federal on-scene coordinator.

By July, Coast Guard headquarters sought to direct limited active and reserve duty Coast Guard public affairs specialists to the response level. Thus, the Auxiliary, in its role as a force multiplier, activated its public affairs response plan through Coast Guard headquarters by dispatching Auxiliary PA specialists to the UAC. Six Auxiliary public affairs specialists served at the UAC within a month following the initial incident.

The UAC's external affairs (EA) department coordinated public affairs with BP, the decentralized joint information centers (JICs), and incident command posts (ICPs) from Texas to Key West, Florida. External affairs had representatives of Team Coast Guard, BP, Homeland Security and FEMA. To coordinate the multi-agency and non-government response, EA also included representatives from the Departments of Agriculture, Commerce, Defense (Army, Air Force, Navy, National Guard), Environmental Protection, Interior, Transportation, Federal Bureau of Investigation, National Park Service, NOAA, U.S. Fish and Wildlife, and U.S. Geological Survey. By August 9, the Coast Guard's UAC roster included 44 Auxiliarists from 17 states; nine of those were within the UAC's external affairs department.

In July, Auxiliarist Patti Fritchie, Flotilla 19, Panama City Beach, Florida, Ron Aidikonis, Flotilla 41-5, Waukegan, Illinois, and Bill Petritz, Flotilla 14, Destin, Florida, were assigned to the UAC's external affairs department to research topics, create talking points, edit, post to the website and compile the department's daily internal summary report.

Between July 16 and July 29, five more Auxiliarists arrived to assist in the joint information center at the UAC-New Orleans location. Auxiliarist Bob Donaldson, Flotilla 15-8, Little Rock, Arkansas, served as a photojournalist. Constance Irvin, Flotilla 9-10, Fort Myers/Cape Coral, Florida, Dane and Sandra Hahn, Flotilla 28, Station Portsmouth Harbor, New Castle, New Hampshire, and Jerry Shacklett, Flotilla 61, Newport Beach, California, answered media phone requests in the joint information center. "Those phone requests necessitated putting the media in contact with agency experts in the UAC who could accurately answer

technical questions regarding the oil spill. Quite often it required us to move between the two floors of the UAC in search of the agency personnel," explained Irvin.

Craig Hall, Flotilla 12-3, Station Point Allerton, Massachusetts, served the JIC in media monitoring and analysis for a two-week period. "I provided two or more daily reports from the JIC to senior Coast Guard leadership," he said. "I also escorted members of the press and UAC staff on flights over the well and immediate site. I made sure members of the media who wished to visit the well site were able to get all the information they needed, as well as photography and video. The escort also facilitated contact between the media and UAC staff on the over-flight. While at the JIC I used and helped evaluate SnapStream, a new state-of-the-art product made available by the manufacturer at no cost to the Coast Guard. It let me monitor, tape, and multi-task live television news about the Deepwater Horizon response. This was invaluable to senior Coast Guard leadership."

The Skimming Mission

Arthur T. Alt, Flotilla 9-11, Cary, North Carolina, served 27 days on the USCGC Elm in the Gulf of Mexico, skimming oil. "The 225-foot cutter is homeported at Fort Macon, Atlantic Beach, North Carolina," Alt explained, "but we operated out of Naval Air Station Pensacola, Florida, where we were able to skim offshore. Eight seagoing and three coastal buoy tenders staged their skimming operations out of Pensacola. Seagoing buoy tenders are multi-mission platforms designed to be first responders to oil spills.

"During my temporary duty assignment, augmenting the crew of the cutter, I served as helmsman and lookout on a daily rotation of four hours on and four hours off duty. I was assigned a 'rack' in the engineering officer's quarters as my accommodations. We operated mostly off the coast of Alabama (near Mobile) with Coast Guard helicopters directing us toward oil slicks. The oil we skimmed had a reddish brown color indicating it was starting to degrade.

"The purpose behind my presence was to free up a regular active duty person to do something else. To qualify for the assignment, I stood numerous break-in watches, completed the watch qualification for helmsman/lookout, and passed an oral and practical board. I also became familiar with some of the



Ralph Bathelt's shoreline assessment team rescued a dolphin at Port Fourchon.

cutter's electronic equipment as I began working toward the next qualification, Junior Officer of the Deck. The Coast Guard's motto is *semper paratus* (always ready), and its members always strive to be equal to the challenge. That is certainly true of the men and women who serve aboard the Elm. To have had the opportunity to play a small part in the mitigation and effort toward resolving a major environmental disaster was a privilege."

Commander John Kennedy, the Elm's commanding officer, spoke highly of Alt's contribution. "The Auxiliary is an exceptional force multiplier for the Coast Guard, but it's not often you see an Auxiliarist aboard a cutter. Art's motivation and enthusiasm earned qualifications important to the Elm's operational capability. He is an excellent ambassador for the Auxiliary and I look forward to having him with us again during aids to navigation and law enforcement patrols in the Fifth Coast Guard District.

I believe his example will encourage more Auxiliarists to consider adopting a cutter for underway or inport duties."

AUXAIR

"Auxiliary flights in support of the Deepwater Horizon response are ordered and coordinated by Duke Dupy, a regular volunteer at the air training center in Mobile," said Mike Baker, Flotilla 32, Sailboat Bay, Alabama. "Dupuy served as Auxiliary Airboss at the incident command post in Mobile where he was awarded the commandant's coin by Admiral Papp in July." Baker, District Eight-Coastal staff officer for aviation, particularly recognizes the service of volunteer airmen from Districts Five-South, Eight Coastal and Western Rivers, and Seven. "District Eight-Coastal had volunteers from all three air stations in its area of responsibility: New Orleans, Houston and Corpus Christi," he said.

AUXAIR pilot Jim Coleman, Flotilla

32, Sailboat Bay, Alabama, working out of the airfield in Fairhope, Alabama, flew in support of Deepwater Horizon cleanup efforts. As the AUXAIR coordinator for Air Station New Orleans, he ensured that pilots coming in from other areas were thoroughly briefed on their flights.

"Numerous flights provide area familiarization to officers coming in to serve at the ICP," Coleman explained. "Auxiliary aircraft also relieved the HH65s with twice daily flights to search for oil near shore. We then communicated with boats on scene to assist them in their efforts. Our biggest challenge was coordinating the efforts of pilots and crews arriving from out of the district. It is the same system we used during Hurricane Katrina, and the operational experience Duke, Mike Thornton and I gained during that storm allowed us to assist the Coast Guard ICP in asserting operational control over the aircraft. The effort was

well organized and professional.”

This coordinated effort continues even after the final well bottom cap was placed in mid-September.

Forward Operations – Port Fourchon

From Bay City, Michigan, COMO Bob Colby's travel orders took him to a forward operations branch (FOB) at Port Fourchon, a critical infrastructure port with 1,000 square miles of marshland, beaches, lakes and bayous, which also supplies 18 percent of the nation's oil and gas. Arriving August 8, Colby was the only Auxiliarist among active and reserve Coast Guard members who worked primarily with BP and U.S. Fish and Wildlife personnel. Colby's extensive operational experience enabled him to stand radio watch supporting 1,200 personnel involved in surface and air operations. The facility was on the air 20 of 24 hours. Initially, staffing limitations resulted in ten-hour shifts for four days, followed by a day off. Eventually, more staffing enabled eight-hour shifts. He played a major role in training four of his shipmates and put together a communications guide explaining their roles and responsibilities.

Colby said of his 45-day assignment, “I truly enjoyed my experience. On a free day, I visited the local demobilization unit, on another I accompanied



Photo by Constance Irvin, Flotilla 9-10, Fort Myers, Florida.

The Unified Area Command center in New Orleans where Auxiliary public affairs specialists served alongside representatives from many agencies.

beach clean-up operations and once I rode a helicopter retained by BP.”

On August 20, Ralph Bathelt, Flotilla 11, Massena, New York, reported in. Bathelt works for an aluminum production company where he serves as an emergency response coordinator specializing in oil and chemical spills. He is HAZMAT 40-hour qualified and has completed several incident command system courses. As an Auxiliarist, he is a division marine safety officer, and is qualified as an assistant pollution investigator and harbor safety specialist.

Upon arriving at Port Fourchon, Bathelt

received Shoreline Clean-up Assessment Technique (SCAT) training from the Coast Guard and U.S. Fish and Wildlife training. His team's area of responsibility was both east and west Fourchon beaches. On foot or on all-terrain vehicles, his team scouted beaches daily and oversaw recovery operations, monitored the safety of the workers and ensured appropriate use of safety gear. His team also trained cleanup crews to distinguish contaminated sand from algae infused sand within the top three inches of the beach. During Bathelt's 30-day duty his team rescued a bird and a dolphin. 🐬



Photo by Chief Robert Lanier, USCG.

Fielding calls and email at the press desk located in the joint information center of the unified area command in New Orleans, left to right, are Auxiliarists Constance Irvin, Flotilla 9-10, Fort Myers, Florida; Dane and Sandra Hahn, Flotilla 28, Station Portsmouth Harbor, New Castle, New Hampshire; and Bob Donaldson, Flotilla 15-8, Little Rock, Arkansas.

MEET THE NEW LEADERSHIP

"The national commodore position carries a lot of responsibility. The members of the new national bridge have a great deal of experience and with the support of the immediate past national commodore, the transition should be smooth. It's a little surreal and very exciting. I'm looking forward to the next two years." - COMMODORE JAMES E. VASS

JAMES E. VASS,
Flotilla 7-10, Victoria, Texas,
National Commodore



Photo by Laurette Snider, Flotilla 7-10, Victoria, Texas.

Commodore James E. Vass, a Virginia native, graduated with a bachelor of science degree in civil engineering from Virginia Polytechnic Institute before beginning army commissioned service as a member of the Army Corps of Engineers. He later joined the Army Reserve, retiring with 28 years service. He was a senior project manager at DuPont, overseeing various construction sites in the United States, the Netherlands, and Korea before retiring to Port O'Connor, Texas. COMO Vass is currently a consultant for Mustang Engineering, Inc., in Houston, Texas. In 1991, he joined the Auxiliary after taking a boating course to learn how to better operate his new fishing boat. He is also a member of the Coastal Conservation

Association (CCA) and is an avid hunter and fisherman. COMO Vass was the 2008-2010 vice national commodore and has served at many levels of both elected and appointed leadership.

"The national commodore position carries a lot of responsibility. The members of the new national bridge have a great deal of experience and with the support of the immediate past national commodore, the transition should be smooth. It's a little surreal and very exciting," said COMO Vass. "I'm looking forward to the next two years."

COMO Vass plans to focus on three items of business during his tenure. "First, I have to appoint a new staff. We don't plan to change the number or function of any position, but some of the titles may change," he said. "The tenure will be for one year. I have asked Tom Venezio, immediate past deputy national commodore, to take a look at the whole leadership structure. Modernization efforts of the past year made some huge changes, which were absolutely appropriate. Now that the dust is settling, we see that perhaps we are a little top heavy."

"I also intend to build up the number of coxswains, boat crews and facilities so that we are better able to do our missions. Third, while we focus on becoming more cost effective, we will be looking at additional sources of funding. Our primary mission is still recreational boating safety; however, both crew numbers and funding play into this mission. We have our challenges," he said.

Vass commented that training keeps members energized and involved. He suggests that his staff will also be looking at video conferencing as a way to bring classroom instruction to members

who live in areas where the Coast Guard doesn't have a presence. Vass strongly urges members to account for their volunteer hours. "It is essential for members to fill out the new 7029 reporting form each day they volunteer. Auxiliary data is included in the Coast Guard's performance report that Congress uses to decide our appropriation. The amount of our funding is based on verifiable data that supports our claim that we bring value to the Coast Guard. The way we demonstrate that value is through reliable data which is, in turn, entirely dependent on whether the members log their hours, and whether they are logged correctly. That means including the number of miles a volunteer drives and the amount of non-reimbursable funds the member spends."

COMO Vass' watch words are Dependability, Integrity, Diversity. "Auxiliarists are the knowledge base that the active duty taps as its members move about in their careers. We have incredible local knowledge and a long memory when it comes to what has gone before and how things work. Auxiliarists' words are their bond. If you say you are going to do something, you do it. Auxiliarists are honest and don't cheat. Diversity means looking at talent across the broad spectrum of our population to recruit all kinds of people who will add value to our capabilities. It also means the diversity of our operations. If I had to have a theme for my tenure it would be, 'steady the course and trim the sails,' and maybe take some down. Let's calm down after all our changes and be more patient with each other," said COMO Vass.

Anne Lockwood serves as his executive assistant.



Photo by Wanda Mallison, Flotilla 63, Dayton, Ohio.

Thomas C. Mallison, Vice National Commodore, and his wife Wanda are members of Flotilla 63, Dayton, Ohio. COMO Mallison is a life-long boater. He was formerly deputy national commodore-operations policy and Atlantic Area West. He is a West Point graduate with a bachelor of science degree in math and science and he holds a doctorate in business administration. COMO Mallison retired from the Army after 20 years serving in the United States, Germany, Korea and Vietnam. He was vice president and director of administration at Systran Corporation in Dayton.

COMO Mallison joined the Auxiliary in 1990 after taking a safe boating course and has served in leadership and appointed offices at all levels. The vice national commodore is responsible to the national commodore for maintaining the day-to-day operations of the Auxiliary. "I try to focus on the members," he said. "In my view they are the top of the chain. Senior leaders and staff officers serve to support their activities. My mentor was Mark Flory, a past rear commodore who brought me into the organization and helped set my course. I'm honored and excited for this new opportunity for service to the Auxiliary."

COMO Mallison acknowledges that the organization has been through a lot of change in the last year. "We will continue to be challenged as to how to work smarter with a shrinking budget, but we also have new media opportunities that present ways to better train and communicate with one another," he said. "For example, we recently got approval to offer ICS 210 via an electronic classroom. That's important because it may be the only opportunity for some people to get that qualification. We will also be taking a look at the qualifications for boat crews. Paddlesports are making a greater and greater impact on our RBS mission as people who want to get out on the water today are able to buy and put to good use small craft. Admiral Papp's vision for the Coast Guard includes 'a course that steadies the Service,' so we, too, will concentrate on getting ourselves comfortable with our new structure and letting the turbulence settle."



Photo by Pat Fairbanks, Flotilla 32, Anchorage, Alaska

Marie M. Scholle, Deputy National Commodore-Force Readiness & Pacific Area, Flotilla 31, Fairbanks, Alaska.

COMO Scholle was born in Woonsocket, Rhode Island. Her husband's Army career led them to Alaska where they have lived since 1969. Her career has been in public service with the City of Fairbanks as a police officer, at the University of Alaska, and with Advancia Corporation/FAA as safety officer. She teaches occupational health and safety, hazardous material waste management and incident command system. COMO Scholle joined the Auxiliary in 1997 after meeting some members at an event where she was intrigued by their safe boating display. She has served in every level of leadership and many staff officer positions. She credits her mentor Barbara Sands, the first Alaskan to be rear commodore-Pacific, with putting her on a leadership course. "It is ironic that someone who lives hundreds of miles from the Pacific Ocean would be representing the Pacific area. It's very exciting and I am honored. In Alaska it's not who you are or what you are, it's what you can do. It's a great place for anyone to excel. Alaskans are very self-reliant and there is a strong bond. We bring that sense of empowerment to the Auxiliary." The Scholles have three operational vessels and are both coxswains. She says her negotiating and risk management skills come in handy in her Auxiliary career as does her teaching ability. "The PacArea is only about twenty percent of the total Auxiliary membership, but we operate in the harshest of climates on missions that in many cases are dangerous. We work in the surf off the Oregon coast, dodge icebergs in Alaska and on lakes in the Arizona/Nevada desert where accidents are frequent. I look forward to building relationships, finding solutions and discovering the things we have in common. My goal is to bring the PacArea together as one cohesive group, not just five districts that come together twice a year." COMO Scholle is inspired by George Bernard Shaw. "I dream of things that never were and ask, 'Why not.' I live by that," she said.



Photo by Jerri Smith, Flotilla 24-5, Saginaw, Michigan.

Mark Simoni, Deputy National Commodore-Operations & Atlantic Area West, Flotilla 24-5, Saginaw, Michigan. “I first learned about the Auxiliary one day in 1991,” said Simoni. “I was on Lake Huron and my engine died. Of course, I called the Coast Guard and they sent out an Auxiliary boat. I’d been boating all my life, but I was very impressed by the seamanship they demonstrated in getting my boat into a side tow in a narrow inlet and getting me moored up. I joined the Auxiliary so I could go out and help people just like that. I was guided by my flotilla commander Bob Colby who became my best friend. ‘Train hard, train well;’ that’s his motto. I have tried to follow

in his wake.” Simoni says his job will definitely be a challenge, but he expects the next two years to be exciting. “We will be using important new technology. The skill sets we will be looking for in our members will be more diverse. Our goal is to be more nimble so we can mobilize more easily to perform our missions in RBS, Operations, and other assignments we may be tasked with.

“There will be new bridges elected shortly in my area, so the first order of business is to meet and begin building relationships with six new district commodores, three in District Eight and three in District Nine. I look forward to helping them solve problems and to being the conduit between NEXCOM and the districts. The operations part of the job means I will have staff oversight of assigned program areas.”



Photo by Christopher Todd, Flotilla 6-11, Miami, Florida.

Donald L. Frasch, Deputy National Commodore-Policy & Atlantic Area East, is a member of Flotilla 11-7, Hudson, Florida, where he is the immediate past district commodore of District Seven.

COMO Frasch pursued his advanced education at Youngstown State University in Ohio studying applied mathematics and electrical engineering. His military career consisted of twelve years’ service in the New York National Guard where he achieved the rank of Chief Warrant Officer, CWO-2.

“The policy side of the DNACO position means working with both the gold and silver sides to put in place policies that ultimately enhance overall mission execution for the Coast Guard. In District Seven we are involved in strategic operational planning at the sector level, an effort that has significantly improved our relationship and value with the operational commands. We know what they need and they know what we can do. We no longer guess at what they might need from us. We plan it jointly and execute the plan.

- DEPUTY NATIONAL COMMODORE DONALD L. FRASCH

In May, 1985, he joined Flotilla 42 in Ithaca, New York. "I nearly got run over by a large cruiser because I didn't know horn signals. My wife Sandy and I decided to take a safe boating course and I was so impressed by the instructor's skill and knowledge that I joined. A few years later, Joe Favaloro became the District 9 Eastern region commodore. The sincerity he brought to the job, and all he put into it as a volunteer inspired me to do more and I've been working at it ever since." COMO Frasch's career at Digital Equipment Corporation focused on sales of high tech system products to original equipment manufacturers in the simulation and simulator markets. Upon his retirement from Digital in 2000, he and his wife relocated to Florida where he again resumed his service to the Auxiliary.

"The policy side of the DNACO position means working with both the gold and silver sides to put in place policies that ultimately enhance overall mission execution for the Coast Guard. In District Seven we are involved in strategic operational planning at the sector level, an effort that has significantly improved our relationship and value with the operational commands. We know what they need and they know what we can do. We no longer guess at what they might need from us. We plan it jointly and execute the plan. Each sector is different so we focus on what that local command needs. This plays directly to our directive from the commandant to increase our recreational boating activities. It's part of the plan. Our current effort is to ensure Auxiliary information goes into each sector's quarterly operational performance assessment report (OPAR) which evaluates the sector's performance in relation to its mission goals. Through that report, headquarters will be able to see exactly what we are doing in RBS and other mission support activities."



Photo by PA3 Nathan Bradshaw, USCG District 13.

Bruce L. Miller, Deputy National Commodore-Mission Support, is a member of Flotilla 21, Seattle, Washington. "I'm truly honored to be offered the mission support position. The job entails making sure the departments of government

tal affairs, public affairs and information technology provide the best service possible. We're here to serve our customers, who are the flotilla members. They bring us a valuable commodity which is an hour of their time, and it's our job to make sure we enable them use it most effectively. The challenge is to get everyone working together so our resources are used well.

"In the high tech industry, the struggle is between the purely technical people and those who use technology in their lives. I'm an interpreter between those two, someone who can articulate business problems and translate that to solutions provided by our mission support staff. A good example of this is the problem of collecting 99 hours, member's non-reimbursed mileage and the amount of money people were spending out of pocket. A new paper form was created that captured that data, but when one of our tech guys saw it he suggested putting it online where it could be filled out and submitted electronically. In a world where we are spending more and more of our time moving away from paper transactions, this has great promise as a trend for the future."

COMO Miller became an Auxiliarist after taking a boating class in Sanford, Florida, in 1991. "I am a polio survivor and was on crutches at that time. I had a sailboat and William Maddox and Charles Rankin figured out how I could get boat crew qualified. Later, I moved to District 13 and William Fitch helped me become a qualified coxswain. Everything I've done since being inspired by those three men has been focused on two things: respecting the hours volunteers put in by making it easier for them to do their jobs, and encouraging people with different physical and mental abilities and interests. We have to recruit people who make us more diverse. By that I

mean, not just racial diversity, but age, ability, interest, and gender as well. There are a lot of things we do which don't require boating. Our mission set since 9/11 has expanded so that persons with all abilities and interests can find a place to serve their country with us. Our challenge is to transform ourselves to make that the norm, not the exception. I welcome any suggestions on how Mission Support can help make your experience as an Auxiliarist more rewarding."

New Assistant National Commodores

NACO Jim Vass has appointed the following assistant national commodores:

Readiness Support and Planning & Performance Support, Gail M. Venezio, Sacandaga Mohawk Flotilla 15-9, New York; International Affairs, Everette L. Tucker, Jr., Flotilla 63, Poquoson, Virginia; Response & Prevention, David A. Elliot, Flotilla 59, Stuart, Florida; Governmental & Public Affairs, Robert E. Nelson, Lake Ray Hubbard West Flotilla 5-10, Dallas; Operations Policy & Resources, Jackson J. Gumb, Flotilla 31-2, Topeka, Kansas; Planning & Performance Support, Stephen R. Salmon, Flotilla 17, Point Bonita, California; Strategic Analysis, Fred C. Gates, Flotilla 16, Oceanside Harbor, California; Information Technology, Daniel L. Maresh, Flotilla 96, Dubuque, Iowa; Chief Counsel, Sigurd E. Murphy, Flotilla 79, Rockport, Texas. 🌟

2010 PUBLIC AFFAIRS WINNERS

PHOTOGRAPHY



OPERATIONS

Al Bidwick, Flotilla 86, Venice, Florida.

Division 8 sponsored "Always Ready," a public affairs event, in Sarasota, Florida in May, 2010. The HH60J Jayhawk helicopter from Sector St. Petersburg rendezvoused with a Coast Guard Auxiliary vessel in Sarasota Bay to demonstrate the air rescue of a person in the water. The air crew dropped a "dummy victim" into the water, which was followed by a rescue swimmer who placed the victim into the basket, which was hauled into the helicopter. The Auxiliary vessel stood by to manage traffic and assist as needed.



MARINE SAFETY

Noreen Folkerts, Flotilla 11, Juneau, Alaska.

Juneau flotilla PWCs assist the USCG Buoy Tender Elderberry in removing the seasonal buoys from the Mendenhall Bar. The mission signals the end of summer and the regular boating season.



PUBLIC EDUCATION

Judy Bidwick, Flotilla 86, Venice, Florida.

The Auxiliary's new Paddlesports America course is given at the USCG Auxiliary Training Center in Venice, Florida. John Kandes, an instructor and experienced ocean kayaker, explains the different parts of the sit-on-top kayak with back support to a class that included both new and experienced paddlers.



MEMBER SERVICES

Joseph Giannattasio, Flotilla 82, Cape May, New Jersey.

Richard Weiss (l) and George Vaughn (r) of Flotilla 82, Cape May, New Jersey, mentor new member Shannon Burns in marlinspike skills.



PUBLIC AFFAIRS

Noreen Folkerts, Flotilla 11, Juneau, Alaska.

To spread the word about water safety, Ray Carpenter, Flotilla 11, Juneau, Alaska, is "PFD Otter" at the Annual Rotary Boat Show.



FELLOWSHIP

Deborah Morales, Flotilla 64, Freeport, Texas.

Shipmates: USCG Station Freeport mascot "Captain" and Trevor C. Jones, Flotilla 64, Freeport, Texas.



VESSEL SAFETY CHECK

Christopher Todd, Flotilla 6-11, Miami, Florida.

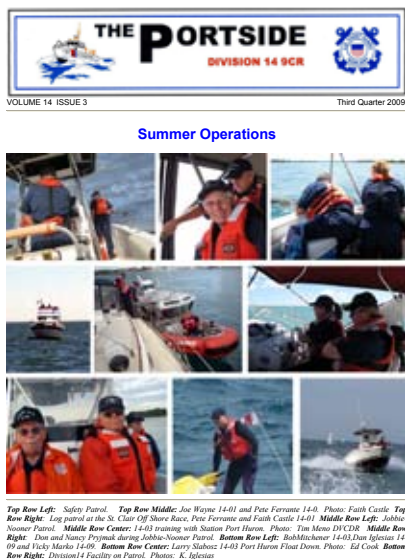
James Simpson, vessel examiner, Miami Flotilla 6-11, checks the port side running light during a vessel safety check at Rickenbacker Marina. Simpson inspected 23 vessels at a public boat rental operation as part of the flotilla's recreational boating safety outreach program.

2010 PUBLIC AFFAIRS WINNERS

PUBLICATIONS



District Winner: *The Breeze*,
Dorothy Riley, editor, Flotilla 79,
Tampa, Florida.



Division Winner: *Portside*,
Dan Iglesias, editor, Flotilla 20-9,
Harrison Township, Michigan.



Flotilla Winner: *Harbor Light*,
Duane Isling, editor; Flotilla 98,
Charlotte Harbor, Florida.

VIDEO

SAREX on the Cumberland River. Harry P. Stephenson, Flotilla 11-4, Percy Priest, Tennessee.



NATIONAL SAFE BOATING WEEK PA PROJECT

Morris Harvey, Flotilla 15-1, Crystal River, Florida.

Mr. Harvey produced and carried out an effective marketing strategy featuring events organized by Flotilla 15-1 to promote National Safe Boating Week in Citrus County, Florida.

100 YEARS OF SCOUTING



Jamboree volunteer Eileen Christensen, Flotilla 25-6, South Windsor, Connecticut, shows the marlinspike display to Rear Admiral Parks.

Auxiliarists Go Camping

For ten days in July, Jamboree City became the eighth largest city in Virginia when 50,000 Boy Scouts and their adult leaders converged on 60,000 acres at Fort A.P. Hill near Bowling Green, Virginia, for the National Scout Jamboree celebrating 100 years of scouting.

Over 130 members of the Coast Guard family were present, including fifty-five Auxiliarists. Most of Team Coast Guard served as counselors, guiding scouts through the process to earn merit badges for aquatic activities and safety. The Auxiliary also staffed a booth where volunteers taught marlinspike to hundreds of scouts. Almost 75 percent of all Coast Guard jamboree volunteers were scouts and almost 50 percent of those were Eagle scouts.

Sea Scouts are a part of scouting's Venturing program and open to boys and girls ages 14 to 18. It is supported by the Coast Guard Auxiliary through a Memorandum of Understanding. Sea Scout units, called "ships," focus on maintaining and operating safely either sail or power boats. About 7,000 teenagers are Sea Scouts. 🚢



Jamboree City at Fort A.P. Hill, near Bowling Green, Virginia, served as home to approximately 50,000 scouts and their adult leaders in July.



Alan C. Carver, The Islands Flotilla 73, Oxnard, California, Division Seven commander, talks via single side-band radio during International Lighthouse Weekend. Radio operators may offer their equipment for use by the Coast Guard much the same way as Auxiliary vessels and aircraft.

RADIO DAYS

Over 400 radio operators at lighthouses in more than 40 countries and territories from Argentina to Wales were on the air August 21-22 for the 2010 International Lighthouse/Lightship Weekend. Among them were members of the Channel Islands (California) Auxiliary radio team, call sign K6AUX, who worked frequencies in the 40m, 20m, 17m and 10m bands as conditions permitted and made over 200 contacts in 12 countries and 39 states from their base at the Point Hueneme Lighthouse in Ventura County, California. Operators Michael Johnson, district commodore, and Harry Jacobs, district chief of staff, were at Point Fermin and Point Vicente. Combined, they made contacts in all 50 states and in 51 countries.

"The event is in its 12th year," reported Alan Carver, The Islands Flotilla 73, Oxnard, California, who is a certified telecommunications operator and holds an extra class amateur radio license. "It coincides with International Lighthouse Day and its purpose is to raise the public's awareness of lighthouses and lightships and the need for their preservation and restoration. It also promotes amateur radio and fosters international goodwill."

The K6AUX team includes Richard Duncan, call sign WD5B, Charlie Geiger (AF6NJ), David E. Miller (KG6UPT), and Alan Carver (AC6J) of Flotilla 73, The Islands; Glen Kinney (KD6HJR), Flotilla 77, Mandalay Bay; and Bernie Schwartz (KJ6JED) and Norm Bundek, Flotilla 74, Ventura.

"Participating in events such as this allows the Auxiliary to reach out to the world, not just the citizens of our own country, and promote goodwill among nations while we market ourselves, our skills, and our professionalism," said COMO Johnson.

Carver explained the importance of amateur radio operators to the Auxiliary. "A communications emergency exists whenever a critical communications system fails and puts the public at risk. A storm, an earthquake or other natural disaster can knock down power lines or radio towers. In many cases, the ability of agencies such as the Coast Guard to render assistance can also be compromised.

"Amateur radio operators, or 'hams,' as they are sometimes called, have been the go-to communications resource in emergency situations ever since there has been radio. To agencies like the Coast Guard, they are an immediately available communications resource.



The Point Hueneme Lighthouse, Oxnard, California.

"Amateurs have the equipment, the skills and the frequencies to create expedient emergency communication networks under poor conditions. They are licensed and pre-authorized for national and international communications. Hams have the ability to rapidly enlarge their communication capacity to meet the growing need in an emergency, something commercial and public safety systems cannot easily do.

"Within the Auxiliary, amateur radio operators, who have also been trained in Coast Guard radio procedures, stand day-to-day watches at both Coast Guard and Auxiliary radio stations, they monitor high frequency single side-band transmissions around the world and participate in regular emergency exercises."

Point Hueneme and Anacapa Island, located twelve miles offshore from the point, define the southern entrance to the Santa Barbara Channel. The current lighthouse, the second structure to occupy the site, consists of a 48-foot-tall, square, concrete tower rising from a one-story fog signal building. Built in an art moderne style, the structure was completed in 1941. Hueneme (pronounced "why-nee-mee") is derived from a Chumash Indian word meaning "half-way" or "resting place." It is believed that Indians stopped at Point Hueneme as they transited between today's Point Mugu and the mouth of the Santa Clara River. 🌀

Steadying the Service

ADMIRAL BOB PAPP WANTS TO GET BACK TO BASICS

Admiral Robert (Bob) J. Papp, Jr., 24th commandant of the Coast Guard, entered the room for an interview with *Navigator* at the Auxiliary's 2010 national conference. The image of a brash, hard-knuckled sailor was quickly dispelled. Admiral Papp embodies a profound love of the organization he has served for nearly 40 years, combined with an acute sense of the course he is charting for the Coast Guard.

Following are excerpts from his interview.

NAVIGATOR: What is your first memory of the Coast Guard Auxiliary?

PAPP: I probably spent my first 20 years in the Coast Guard without having any contact with the Auxiliary. I was a ship driver and we don't have Auxiliarists on our major ships at sea. The first time I remember interacting with the Auxiliary was as captain of the [Coast Guard Cutter] *Eagle*. I became directly involved with the Auxiliary as district commander for the Great Lakes. Ever since then, I try to never pass up an opportunity to get together with the Auxiliary side of our family.

NAVIGATOR: Do you encourage an expansion of Homeland Security and recreational boating safety (RBS) initiatives that would partner the Coast Guard Auxiliary with external organizations?

PAPP: I recently outlined my vision for the Coast Guard through the "four principles" that I believe we need to focus on. Those four principles are: steady the service, honor our profession, strengthen our partnerships, and

respect our shipmates. Strengthening our partnerships is sincere. In regards to Homeland Security, we need to partner with the recreational boater who has been raised in an area and sailed there for 20 or 30 years. They know much more about the area than a Coast Guard member who may only be there for a year or two. They know the boats in the area, the environment, and who the strangers are. Developing partnerships with these people is very important to us.

NAVIGATOR: If the Auxiliary were able to better categorize the various skills and disciplines our members possess, would this be of value to the Coast Guard, and worth pursuing on our end?

PAPP: I believe so. Employing Auxiliarists experienced in data management to devise a process for having people list special skills, talents, or backgrounds would be beneficial. Then if we had a special need we could turn to the Auxiliary, search the database, and perhaps locate the talent we need.

NAVIGATOR: The Coast Guard

has been stretched to capacity in 2010 with an earthquake in Haiti and the Deepwater Horizon response. In what ways do you envision the Auxiliary positioning itself to better assist our active duty counterparts in times of crisis?

PAPP: It is very easy in the aftermath of an event to start talking about change based upon the most recent event. This happened after Katrina, and it happened after 9/11. I think we need to be cautious as we look forward so we don't shift our rudder over too far and swing away from what we know are our basics. One of my principles is "steady the service." We have been reacting and changing a lot over the past eight years. I think we need to settle the service down a little bit and focus on our core functions and capabilities. This relates to the Auxiliary in the rise in fatalities and injuries in recreational boating. I think it begs the question: have we veered away from our RBS core mission because we have been reacting to so many other things—like training Auxiliarists for incident command duties? Is this why we are see-



Photo by Petty Officer 1st Class Thomas McKenzie.

Robert J. Papp, Jr., 24th commandant of the U.S. Coast Guard, relieved Admiral Thad Allen in a change of command ceremony in May at Fort McNair in Washington, D.C.

"We know that there are going to be 800 to 1,000 people who die in boating accidents each year, primarily due to BUI and/or not wearing life jackets."

ing an uptick? I think we need to take a reasoned, deliberate look at what we've been doing, what tactics have traditionally stood the test of time, and where our RBS focus is today.

NAVIGATOR: It is fair to say that the 3.8% increase in boating accident deaths in 2009 has you very concerned?

PAPP: The uptick in injuries and deaths has had me concerned for a number of years. We lose hundreds of people in boating accidents every year because they are not wearing life jackets or they are operating dangerously or boating while under the influence of alcohol. I remember Condoleezza Rice testifying before the 9/11 Commission and saying, "If we knew that somebody was going to hijack a commercial airliner and fly it into the World Trade Center, we would move heaven and earth to prevent that from happening." We know that there are going to be 800 to 1,000 people who die in boating accidents each year, primarily due to BUI and/or not wearing life jackets. Why aren't we moving heaven and earth to prevent that?

NAVIGATOR: Are there any new strategies that you would like to see employed to help promote RBS?

PAPP: I think that is something that begs further discussion. I just met with our international partners here at NACON. Our Canadian partners are looking at offering more web-based solutions because statistics show people are spending more time at home on their computers. I think that is probably something that we need to move into. On the other hand, I have always been concerned about moving things away from the waterfront. There is a certain realism when you take in a line or go out in a boat that you cannot recreate in an online course. I think there has to be some sort of blend between using modern technology and getting practical experience.

NAVIGATOR: Do you see the Auxiliary taking an even stronger role in RBS with additional mandated funding?



At a recent Academy football game, Admiral Papp chats with Aux Photo Corps member Bill Morris, Flotilla 78, Providence, Rhode Island, who was covering the game. "Naturally, we talked about the football game."

PAPP: I think RBS is where the need is. Accordingly, I have already directed that an additional \$1 million be poured into SAMA [*ed.* Standard Auxiliary Maintenance Allowance] to help promote RBS. However, we need to come up with a better accounting system for how this money is used. The Coast Guard finds itself stretched very thin because we took on a lot of exciting, attractive duties over the past few years—not all of which we were asked to do. We over-extended our budget, and now have ships and cutters in dire need of support funding. I am looking at getting back to basics. When I talk about steadying the service, I'm talking about getting back to our core elements and focusing on basic skills. In some respects, the Auxiliary has been bringing in people who have special talents and want to do things other than RBS, and you need to balance that against our enduring need for RBS activities. Have we shifted too many of our Auxiliary forces and interests toward those other activities? Are we losing sight of our

core and enduring focus on RBS? In my Auxiliary Policy Statement, I listed the issues that I would like to see the Auxiliary focus on. Number one is RBS. It's listed in bold and underlined compared to the others, and for good reason.

NAVIGATOR: Are there any other thoughts that you would like to convey to the Coast Guard Auxiliary membership?

PAPP: One of the things that I have been impressed with is seeing young folks who are taking an active interest in the Auxiliary. In the absence of leadership for them, I believe they tend to strike out in whatever direction suits their fancy. I would like to see the Auxiliary embrace these young folks, bring them in, and give them some guidance. I see our future as needing youth. We need to bring more youngsters into the Coast Guard Auxiliary ranks so that whoever the commandant is 20 years from now has the benefit of a large, healthy organization just as I do right now. 🌟

Photo by PAI Nyxolyno Cargemini

On patrol aboard Bill Church's restored 44-foot motor life boat are Mike Heger at the helm, Jim Ketchum and Agnes Feldman on the port side, and to starboard are Charles Feldman and Bill Church.





**STORY AND PHOTOS BY LIEUTENANT
COMMANDER JAMES MARQUEZ,**
USCG Sector Detroit.

Bob Colby, coxswain/owner, Flotilla 24-5, Saginaw, Michigan, and his wife Jean patrol the safety zone at the Tall Ships Challenge aboard Auxiliary vessel *J-Sea*.

BAY CITY HOSTS TALL SHIPS CHALLENGE

A Parade of Sail kicked off Bay City, Michigan's four-day 2010 Tall Ship Celebration. Auxiliary members of District Nine-Central crewed eight Auxiliary boats and personal watercraft to maintain a safety zone around the ships during their transit into port and, once all of the ships were moored, scheduled patrols provided an on-water presence during festival hours. Patrol vessels were kept busy by 1,391 pleasure craft that transited the safety zone between both banks of the river.

"As the Auxiliary contingency planning officer for District Nine-Central," said Joe Macri, Flotilla 20-3, Port Huron, "I assisted Sector Detroit with the Auxiliary's participation. AUXAIR's Bob Shafer provided aerial photos of the area. COMO Bob Colby and I participated in a "table-top" exercise with representatives from Sector Detroit, Station Saginaw River and other federal, state and local officials in which specific scenarios were discussed. Our roles as participants and responders were clear, but there were surprises. Stormy weather and a 700-foot freighter down-bound in the narrow channel of the Saginaw River made for some interesting moments."

Auxiliary vessels from Flotilla 24-5, Saginaw, Michigan, were *Lil Wheezer*, coxswain Mark Simoni, with crew Cheryl Simoni; *Last Dime*, coxswain Jerri Smith, with crew Kristin Sexton, Mike Skowronski, Ted Billy; and *J-Sea*, coxswain Bob Colby, with crew Jean Colby.

Auxiliary vessel *Aquarius*, coxswain Wesley Cottrell, Flotilla 20-18, Waterford; from Flotilla 24-1, Bay City, *Cheers V*, coxswain Randall Disbrow; and William Church, coxswain aboard his historic Motor Life Boat #44334 with crew Charles and Agnes Feldman, Flotilla 26-3, Roscommon, and Mike Heger, Flotilla 24-8, Tawas, Michigan; on Auxiliary PWCs, Don and Nancy Pryjmak, Flotilla 20-9, Harrison Township.

Crew and other volunteers included Donald Gaby,



Photo by Jerri Smith, Flotilla 24-5, Saginaw.

Nancy Pryjmak, Flotilla 20-9, Harrison Township, on PWC patrol.

Flotilla 24-2, Flint; Daniel Guiett, Walter Kline, and William Rosenberg, all from Flotilla 24-1, Bay City; Jack Broadhurst, Flotilla 18-14, Taylor, Michigan; Dennis Duford and William Kumpula, Flotilla 26-3, Roscommon, Michigan; William Fink and L.J. Ketchum, Flotilla 26-1, Cheboygan; Richard Martin, Flotilla 20-9, Harrison Township; and Joseph Macri, Flotilla 20-3, Port Huron. Michael Boshaw, Flotilla 24-5 public affairs officer, served at an Auxiliary booth.

Nine tall ships from the United States, Canada, Germany and the Netherlands made six port calls in the 2010 Great Lakes United Tall Ships Challenge, an event to promote sail training for young sailors and freshwater conservation on the Great Lakes. The Canadian ships *Playfair* and *Pathfinder*, each 72 feet, were the smallest of the fleet; the largest was the Dutch ship *Europa*, at 185 feet. 🌊



TICKET-A-KID

With an ice cream treat

John Gray, Flotilla
26-5 commander,
tickets a shy Alex
Maines, while mom
Kisha looks on.

Auxiliarists sometimes wish they had the enforcement power to ticket parents when they see kids on the water without life jackets, bow riding on a cuddy cabin, holding onto the rails with their feet and dangling over the gunwales, or on an overloaded PWC or pontoon. John Gray, commander, North Carolina Western Foothills Flotilla 26-5, thought of a different approach. He enlisted the owner of his local Dairy Queen who agreed to provide ice cream treats to kids doing the right thing—wearing their life jackets.

The flotilla paid for the printing of the tickets which vessel examiners and patrols carry with them. Gray eventually expanded the program to include North Carolina Wildlife Officers. “Our program increases awareness of recreational boating safety,” Gray said. “It gives the kids a treat and gets the whole family into Dairy Queen to redeem their tickets. It’s a win-win for all involved.” 🍦



"*Spicus* is a purpose-built 'lobster yacht,' expressly equipped for Auxiliary work by Dr. Frank Wiswall, Jr., Division Captain-North, Castine, Maine, and has been a common fixture during Penobscot Bay's many lobster boat races and historic sailing boat regattas," said photographer W. Tom Sawyer, Flotilla 12, Bangor, Maine. "With the fishing town of Stonington, Maine, as a backdrop, *Spicus*, along with two other Auxiliary vessels and two Coast Guard vessels, patrols the race course to protect both competitors and spectators. With working lobster boats reaching nearly 60 mph, and one 'racing' lobster boat reaching speeds over 68 mph, this safety work is crucial. Note that the vast majority of the spectator fleet comprises both working lobster boats, and finished out 'lobster yachts,' in this hard-working Maine town on the Island of Vinalhaven. With gray skies, fog and persistent rain, it could have been difficult to get enough light to take a sharp photo amidst constant wave action. Given that I had already taken several hundred photos during the races, I let the camera choose automatically specific ISO, aperture, focus and speed. I only needed to focus on framing each shot and minimizing motion. Having an image stabilized lens made this shot possible." NIKON D300 WITH NIKON AF VR (VIBRATION REDUCTION) 80-400 MM 1:4.5-5.6; 1/640 SEC. AT F/13; ISO 1000; CENTER WEIGHTED AVERAGE METERING; CLOUDY WHITE BALANCE; NORMAL PROGRAM.

Coast Guard Auxiliary Association, Inc.

The Auxiliary Center
9449 Watson Industrial Park
St. Louis, MO 63126

Address service requested



"Bill Sawyer (no relation to the photographer) and his wife Eleanor are active members in Flotilla 12, Bangor, Maine, who live in Newport, Maine, and winter in Zephyr Hills, Florida," said photographer W. Tom Sawyer, Flotilla 12, Bangor, Maine. "Bill can always be counted on to maintain a proper lookout during patrols. When I took his photo, he was facing forward on the starboard side of *Spicus*, coxswained by Dr. Frank Wiswall, Jr., division captain-north, Castine, Maine. The vessel has a dry exhaust system with a matched pair of vertical exhaust stacks and Bill's reflection was captured in the gleaming chrome exhaust cover. His chiseled face and steely stare, along with his reflection, intrigued me as a photographer." NIKON D300 WITH NIKON AF-S 18-200 MM 3.5-5.6 G ED (VIBRATION REDUCTION); 1/200 SEC. AT F/7.1; NORMAL PROGRAM, ISO 200; CENTER WEIGHTED METERING; WHITE BALANCE ON CLOUDY.