

NAVIGATOR



THE U.S. COAST GUARD AUXILIARY MAGAZINE



SPRING 2010



W. Tom Sawyer, Jr.

Owner/coxswain W. Tom Sawyer's Dirigo Pilot was assigned to assist the arrival of the USCGC Eagle which was visiting Rockland, Maine, on its return across the Atlantic from Europe. As the Eagle hove to off the historic Owl's Head Lighthouse, Dirigo, assisted by Auxiliary vessel Spicus, Dr. Frank Wiswell, coxswain, left the Coast Guard Station docks at Rockland carrying media, civic dignitaries and local elected officials who were invited to board the Eagle for a ceremonial entrance into Rockland Harbor.

In fog and steep, confused seas, the Auxiliary boats approached the Eagle. A well-trained crew adjusted the gangway and heaved lines to the Auxiliary crews to effect the transfer while the relatively small Auxiliary boats bobbed and rolled heavily against the slowly moving Eagle. While more than a few of the civilian land lubbers turned green while waiting for the Eagle to get into position for the transfers, all embarked unscathed and excited to sail aboard the Eagle for the grand arrival.



NAVIGATOR

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OUR CONTRIBUTORS



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DEADLINES

SPRING: March 31

SUMMER: June 30

FALL: September 30

WINTER: December 31

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



ON THE COVER:

In January, Auxiliarists from Divisions One, Seven, 10 and 14 in First District-Southern assisted the crew of the USCGC Sturgeon Bay breaking ice in the Hudson River. In the cover photo, Joe Lovas, Flotilla 72 Norwalk, Connecticut, keeps an aft watch as the Sturgeon Bay steams north from Kingston, New York.

Photo by Ken Jacobs, Flotilla, 77, Fairfield, Connecticut



**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.

GREATNESS – DO YOU KNOW IT?

*“Be not afraid of greatness:
some are born great, some achieve greatness,
and some have greatness thrust upon ‘em.”*

– SHAKESPEARE

Do you know greatness when you see it? Everything moves in concert. Greatness is hard to come by but really unforgettable when it happens. You know it instinctively, just like you know Dickens' greatness when you read him. There's a sense of energy, electricity, and class signaling trust, originality, and success. It flows from an organization's leader to the newest team member and to the clients that are served.

How do you get to be great? It starts at the top. Leadership is everything. Good leaders create good organizations with cultures that emphasize and reward excellence.

It's all about creating relationships based on trust. A leader's credibility and an organization's success depend on trust. But, how do you measure it? How do you audit greatness? Great organizations always out-perform. Performance is how we measure.

So how do we do we achieve greatness?

1) Approach each critical task with an explicit goal of getting much better at it. It is not to just hit golf balls for an hour, but specifically focus on landing eighty percent of the balls within 20 feet of the pin with your #8 iron. This focused effort is what some call “Deliberate Practice.”

2) As you do a task, focus on what's happening and why you're doing it the way you are. Be aware of what you are doing. When you tune out and execute on auto-pilot, your neural pathways don't form with the same energy or vigor as when you are focused and present.

3) After the task, get feedback on your performance from multiple sources/angles. Make changes in your behavior as necessary. Most people avoid criticism and don't seek feedback. Without purposeful direction and assessment, you don't get any better, and you stop caring about the outcomes.

4) Continually build mental models of your situation. Enlarge the model to encompass more factors. Create pictures of how the elements fit together and influence one another. Napoleon would identify and track the key elements from the battlefield in his mind.

5) Do those steps regularly, not sporadically. Occasional practice does not work. Consistent practice is fundamental or entropy sets in. The late golfer Ben Hogan used to say that if he missed a day or two of range practice, he would be set back a week.

There are many ways of attaining greatness, but any road that you choose to reach your maximum potential must be built on bedrock of respect for the individual, a commitment to excellence, and a rejection of mediocrity. As good leadership builds trust, and hence performance, it also results in people being able and ready to do great things — things they never expected they would do. We see that daily within the Auxiliary. Our members need to be empowered to take action, not get bogged down in bureaucracy. That's what Auxiliary members did in response to the Haitian earthquake.

Klaus Baumann mobilized the Interpreter Corps, Tom Nunes took action and stood up 30 Auxiliarists to support District Seven Public Affairs in Miami while Ryan Bank and Ray Pages deployed to Miami to establish social media monitoring. These Auxiliarists contributed to saving many lives because they were effective in how they led and were trusted to deliver results to not only the Coast Guard but to other governmental agencies involved in the Haiti Operation. They were ready. They delivered. Their performance showed that the Auxiliary achieved greatness during those days. We will continue to do so.

Semper Paratus 🇺🇸



About Dues

Auxiliary members pay annual dues that are disbursed among the various levels of the organization. The national executive committee recommends the amount for the national dues to the national board, which includes the district commodores from each district/region. Each district, division and flotilla establishes the dues for its level. Dues at the various levels support the programs of the organization. At the national level dues support operation of the national departments, the national training meeting (N-Train), and to the Auxiliary's national board business, including the national meeting (NACON). Dues also support the Auxiliary's website, which includes all Auxiliary units that use the services provided by the information systems department.

The Coast Guard Auxiliary is a component of the Coast Guard and a federal entity. However, the Coast Guard recognized that the Auxiliary's national organization requires a corporation to facilitate the financial affairs of its national board and authorized the establishment of the Coast Guard Auxiliary Association, Inc., to fulfill that need. The Association is a 501(c)(3) non-profit corporation chartered in the District of Columbia. The national commodore as the chairman and chief executive officer, the vice national commodore as the president, the immediate past national commodore as the executive vice president, eight directors that include four Auxiliarists not serving in elected positions of the Auxiliary and four independent, non-Auxiliary members comprise the eleven-member national board. The purpose of the Association is to provide funding support for Auxiliary programs and activities not funded by the U.S. Coast Guard, and it facilitates the financial affairs of the national board.

A program that generates funds while providing a benefit for members is the VISA credit card program of the Pentagon Federal Credit Union (PenFed). The card provides a five-percent direct reward off their monthly statements for gasoline purchases, two percent for grocery purchases and one percent for all other purchases. PenFed then provides the Association a 0.25-percent royalty based on the members' monthly new charges. Visit www.ShopAuxiliary.com and click on the PenFed icon for more information on this program.

Evergreen 2010

The ability to deal with rapid change was on the minds of the Coast Guard Auxiliary executive and senior leadership participating in a strategy session held during N-TRAIN 2010. Commander Joe DuFresne of the U.S. Coast Guard Office of Strategic Analysis led the session. Participants included deputy national commodores, assistant national commodores, district commodores and their chiefs of staff, and the directorate chiefs and their deputies.

Some participants said they believe there is cultural inertia, a bias against change, across the organization. Others felt there was too much change happening too quickly. In a discussion concerning the most significant strategic decisions of the last five years, conferees identified modernization as having the greatest impact, followed by the development of national strategic plans and technology advances, including the elimination of paper and moving toward electronic distribution of

information.

Attendees said they see Auxiliarists as "individual learners" [sic] as opposed to the Auxiliary as a "learning Organization" [sic] in answer to the question, "Is the Auxiliary a learning Organization?" They also cited the continuing focus on response, rather than planning and prevention, as an example.

The workshop, one of a series, began with a three-day workshop at N-TRAIN 2009. It looked at strategies needed to enable the Auxiliary to be effective moving toward 2040.

Future workshops will examine specific Auxiliary missions and programs.

The full report of the N-TRAIN 2010 Evergreen session, including recommendations and next steps, is available for download at http://naco.cgaux.org/anaco_sal/. [Submitted by Fred Gates, Flotilla 16, Oceanside Harbor, California, Assistant National Commodore-Strategic Analysis]

\$24.74 an Hour

The Coast Guard will soon include Auxiliary data in the Service's performance reports to Congress and others. This summer, the Coast Guard will identify the status of the various Coast Guard and Auxiliary operations using a complicated formula to determine their effectiveness if funding is reduced. It will also identify total costs attributed to various support areas, such as communications, supply, and human resources. One should be able to review the Coast Guard report and determine areas where the Auxiliary can provide a cost effective solution to improve the overall performance.

This is an important change to Coast Guard data collection, since for the first time Auxiliary work is included in calculating Coast Guard performance. We now have an opportunity to make a real impact on performance and show the value we provide for the investment made by the Service from monies appropriated by Congress. The Auxiliary's budget is about \$18,000,000. The Chief Director has determined that we bring value to the Coast Guard of over \$200,000,000, not including the value of each life we save. It's important that each of us log the time we spend supporting



the Coast Guard.

Most of us did not join the Auxiliary looking for awards or ribbons. We are here to support the Coast Guard, provide assistance to boaters and improve boating safety. Using the old 7029 form we reported that over 60% of our time was spent on administration. It looked like we were just pushing paper and were not very efficient or effective. We have known for some time that many events covered in the 7029 form did not describe

real time in support to the various missions.

We recently launched a new 7029 form intended to better capture hours spent in support of various missions like recreational boating safety. As we look ahead, we expect adequate congressional funding to be a challenge. We must show that we bring value to the Coast Guard to ensure the Auxiliary receives the funding it needs.

These are tough times. The reports we produce need to be accurate and complete. Please do not neglect to record the time you give to the Auxiliary. You can find the instructions for completing the revised form at <http://forms.cgaux.org/7029video.html>. Be sure to watch the video narrated by Darren Lewis, Flotilla 76, Swan Island, Oregon, for help understanding the purpose of the form and how to fill it out correctly. The form is at <http://forms.cgaux.org/forms.html>. Scroll down to #7029 and click on either the form with instructions or the one without instructions.

Hopefully each of you can see why it is important to capture all the time you spend to support the Coast Guard. [Submitted by Jim Vass, Vice National Commodore Flotilla 7-10 Victoria, Texas]

Sailor Of The Quarter

For the first time, the Navy League of Santa Barbara has named an Auxiliarist its "Sailor of the Quarter." Larry Owens, Flotilla 72, received a special parking space at the Coast Guard Station Channel Islands Harbor, his name on the command directory in the station entrance, and \$100.

Larry joined the Auxiliary in 1989, and at age 62 still runs five miles a day. A former rock climber and member of the National Ski Patrol, he is currently sales manager for a door and window company, yet he still contributed 929 hours of support to Station Channel Islands Harbor in 2009. His construction skills earned him the title of "go-to guy" whenever anything at the station needs fixing or building. Larry's credits include the conference room, galley, and most recently the overhead breezeway roof outside the galley. He also does boat checks, refinishes axe handles, put a sealer on the galley floor, and is studying the engineering PQS for the 47' MLB. He is qualified on the 25' RB-S and on the 47' motor life boat. Larry is also serving a second term as flotilla commander.

The Navy League of Santa Barbara is a non-profit organization that has provided moral support, recognition and family support to personnel in the Navy, Marine Corps, Coast Guard and the U.S. flag Merchant Marine for over 100 years.

SUBMITTED BY **MIKE BRODEY**, FLOTILLA 74, VENTURA, CALIFORNIA

Auxiliarist Larry Owens, right, and Seaman Daniel Jacobson exit the water after posing as victims in a rescue demonstration at Channel Islands Harbor, Oxnard, California.



www.teamcoastguard.org



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The official magazine of the
United States Coast Guard Auxiliary
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COAST GUARD MUTUAL ASSISTANCE

'KEEP THE WATCH. GUARD YOUR OWN.'

Coast Guard Mutual Assistance (CGMA) is the Coast Guard's own financial assistance organization. For over eight decades, CGMA has proven its ability to get help to those within the Coast Guard community who are weathering a season of unexpected financial hardship.

For 30 years, Coast Guard Auxiliary members have both supported and benefited from the emergency financial assistance available from CGMA. Over the past year alone, \$28,856 was provided to serve the emergency financial needs of Auxiliary Members. Coast Guard-wide, CGMA provided more

than \$4.8 million in financial assistance in over 6,000 cases.






As an independent, non-profit organization, CGMA relies on the support of the Coast Guard community. Without a steady infusion of funds each year, CGMA could not continue to perform its vital role within the Coast Guard community. It is helpful to remember that CGMA receives no government funds. All assistance is made possible through voluntary contributions from people like you.

Each Auxiliary household will be mailed a letter inviting participation in the annual fundraising campaign. Please

consider your gift in support of the Coast Guard community. If you prefer you may use the attached contribution form. Mail the form with your gift to:

COAST GUARD MUTUAL ASSISTANCE
US Coast Guard Mailstop 7180
4200 Wilson Blvd., Suite 610
Arlington, VA 20598-7180

Checks or money orders may be made payable to CGMA. General contributions are welcome at any time, as are memorial contributions, bequests and other special contributions from estates.

 CGMA 2010 Contribution Form		District / Region / Flotilla	
<p>YES! I'd like to contribute to Coast Guard Mutual Assistance. My check for \$_____ is enclosed. (Make check payable to CGMA)</p> <p>Please mail your contribution to the following address:</p> <p>Coast Guard Mutual Assistance US Coast Guard Mailstop 7180 4200 Wilson Blvd., Suite 610 Arlington, VA 20598-7180</p> <p>I prefer to contribute by Credit Card</p>		Print Name	
		Street/Apt#	
		City, State, Zip Code	
		Signature (for credit card)	
 \$		 \$	
 \$		 \$	
Acct Number: <input type="text"/>		Exp. Date: <input type="text"/>	

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

APPLICATIONS SOUGHT FOR ELECTION OF NATIONAL OFFICERS

In accordance with the provisions of the Standing Rules of the National Board of the United States Coast Guard Auxiliary, Article 2, Section 2.1 . . .

At the national convention (NACON) in Scottsdale, Arizona, in August new national leadership will be elected by the current national board. There are five elected offices and if a member desires to stand for national commodore (NACO), vice national commodore (VNACO), or one of three deputy national commodores with responsibility for Auxiliary Areas, East, West and Pacific, he or she shall indicate such intent in writing to the national commodore no later than June 1, 2010.

The national commodore shall send the names of all who submit such a letter of intent to the chief director for verification of eligibility for the office sought. To be eligible, a candidate must: 1) be either the vice national commodore or a district commodore in the second year of his or her term, 2) be a past district commodore who has completed a regular

term as a district commodore or vice national commodore, 3) be currently qualified in vessel examination, information technology, or operations, and 4) have a favorable Coast Guard security clearance.

When all are verified, the national commodore shall nominate each candidate by sending his name to the national board by July 1.

At NACON the national board will convene and elect the new officers. Members of the national board are: national commodore; vice national commodore; three deputy national commodores East, West, and Pacific; the chief director of the Auxiliary; the national immediate past commodore; 16 district commodores, and the president of the National Association of Past District Commodores.

NATIONAL STAFF APPOINTMENTS

If a member desires to be appointed deputy national commodore-mission support, or one of the 10 assistant national commodores, his or her résumé must be sent to the national administrative officer, David Thomas, (N-A) on or before August 1, 2010.

All members of the current national staff, including the deputy national commodore-mission support and the 10 assistant national commodores, end their service on October 31, 2010. Those current members of national staff who seek reappointment to their

current position or to another position shall provide their résumés to the national commodore (elect) on or before September 10, 2010, for consideration of re-appointment. 🌀

*National Commodore
U.S. Coast Guard Auxiliary*

1922—2010

FORMER NATIONAL COMMODORE DR. ROBERT LESLIE HORTON, SR.

Former National Commodore Dr. Robert “Doc” Horton passed away on February 3, 2010, at Camden, Tennessee. A 1945 graduate of the University of Tennessee Medical School, he established his practice in family medicine and general surgery in 1947. He was also a captain in the U.S. Air Force and served at Lackland Air Force Base in San Antonio, Texas, as a flight surgeon.

He was the physician for his local Boy Scout camp from the late 1940s until 1960 and in the late 1950s he started a Sea Scout Ship for local teenage boys and taught them the importance of safe boating rules and practices. For his service he was presented the Silver Beaver Award by his local Boy Scout Council.

A love for boating also led to his over fifty years of active membership in the Coast Guard Auxiliary. As a member of Flotilla 85, formerly 8-10, he helped perform search and rescue missions for stranded boaters and on one occasion rescued the driver of a race boat when it flipped and crashed. On another occasion, when attending a Coast Guard conference, he climbed over two

head tables to perform the Heimlich maneuver on a gentleman who was choking. Admiral Owen Siler presented Horton with the Michelob Schooner Award in 1974.

He rose through the elected ranks of the former Second Coast Guard District to become national commodore for 1979 and 1980. During his tenure he adjusted the criteria to make the GAP program goals more equitable and realistic, especially for high achieving units. On his watch Auxiliary members in the former Second Coast Guard District were awarded the Coast Guard Unit Commendation for providing security for President Jimmy Carter’s vacation cruise down the Mississippi River. As national commodore he also established the Department of Vessel Examination and hired the first paid staff at the Auxiliary National Supply Center in St. Louis.

Dr. Horton is survived by his wife of 64 years, Carolyn, their two children, five grandchildren and six great-grandchildren. 🌀

*—Provided by Doug Kroll,
Flotilla 11-10, Palm Desert, California*



Division Five members with some of the comfort food they shipped to crews of Coast Guard cutters serving in Haiti. Left to right, John Kiernan, commander, Flotilla 5-11; John Gallagher, Division Five commander; and Louis Nock, commander, Flotilla 5-10.

Comfort Food

When Louis Nock, commander, Flotilla 5-10, Governors Island, New York, heard that three Coast Guard cutters were on their way to Haiti with relief workers, food, and medical supplies, he reasoned that if he were working a stressful emergency in a Third World country, "It sure would feel good to grab some good old American comfort food."

At the division's change of watch in January the idea resonated with Captain (now deputy commander, Sector New York) Gregory Hitchen, former skipper of the USCGC Tahoma, one of the first cutters dispatched to Haiti. Hitchen helped set up contact between the Auxiliary and the cutters. The first shipment, coordinated by Nock and John Kierman, Flotilla 5-11, Upper Manhattan, went to the crews of the cutters Tahoma and Mohawk. Crammed into four boxes were nuts, pretzels, dried fruit, cookies, brownies, muffins, chocolate cream wafers, microwave popcorn, gourmet coffee and ice tea and lemonade mixes. A second shipment from Flotilla 53, Lower Manhattan, coordinated by Anthony Reardon, vice flotilla commander, went to the crew of the cutter Forward. Also inside each package were letters of appreciation from the Auxiliarists and New York City school children.

John J. Gallagher, commander, Division Five, said that food will flow as long as the Coast Guard maintains ships in Haiti. 🌐

[Submitted by William C. Winslow, Flotilla 53, Lower Manhattan]



On the docks of the Royal Jamaica Yacht Club, JASAR members gather for a tour of the harbor and some outlying islands and then to the Jamaican Defence Force Coast Guard headquarters.

Robert Scott, JASAR Chairman, is standing by the port gunwale at the far side of the photo. The tender is a captured drug runner's boat made in Colombia.

Photo by John Cooper, Upper Keys Flotilla 13-8, Florida.

JASAR

LEADERSHIP IN THE CARIBBEAN: The Jamaican Search and Rescue launches

The Jamaican Search and Rescue (JASAR) has graduated 15 new members from a months-long training exercise and is now positioned to be a fully-fledged volunteer SAR organization. The event coincided with the British Royal Navy's delivery of a 25-foot rigid-hull inflatable boat donated by the Virgin Islands Search and Rescue organization.

The new members were assembled as a result of a recruiting drive that attracted just over 50 potential members from all walks of life. Twenty-one persons,

about 80 percent of whom were in their teens to early thirties, signed up for the 12-week training program and signed a commitment to become part of the organization. The training included an orientation visit to the Coast Guard base, an on-board introduction to one of the 42-meter County Class patrol vessels and a tour of Kingston harbor in a 12-meter patrol boat. Training for all attendees was completed in December 2009.

The great success of the recruitment was in part due to a moving account by Everton Thompson, the sole survivor of

a fishing accident in which four fishermen went to sea in the early evening and encountered very rough seas about two miles offshore. Their boat capsized and all perished, except for Thompson, who was the only one wearing a life jacket. He said he was motivated to do so when a JASAR group visited his fishing village of Cow Bay to encourage the wearing of life jackets. He was presented with a "Survivor" award by JASAR.

With a coastline of over 600 miles, Jamaica offers plentiful opportunities for fishing, and in 2006, when the Auxiliary



Photo by Eric Glasscott

Colorful canoes, typical of those used by fishermen throughout the Caribbean, go to sea without even basic survival equipment.

first became involved, there were about 9,000 boats and 14,000 fishermen subsisting by going to sea. For the most part their vessels are open-hulled canoes that lack communications, navigation, or survival gear. The precarious nature of their livelihood—subsistence fishing in small boats many miles offshore—means that great loss of life at sea is commonplace. This writer lived and worked in Jamaica for several years and sailed an Islander 32 from the Royal Jamaica Yacht Club. Most of the year the tradewinds off the southern shores of the island were in excess of 20 knots and 35-knot winds were frequent, so much so that broken masts were almost routine during yacht races. Local fishermen would come alongside a boat to ask for a “Red Stripe” beer after they had been some sixty miles offshore to the fishing grounds of the Pedro Banks with nothing but a compass or a seaman’s eye to guide them. Jamaica Defence Force Coast Guard statistics show that over twenty fishermen fail to return from the sea every year.

In 2006, Auxiliarist Stewart Robinson visited the island in connection with

With a coastline of over 600 miles, Jamaica offers plentiful opportunities for fishing, and in 2006, when the Auxiliary first became involved, there were about 9,000 boats and 14,000 fishermen subsisting by going to sea.

an exercise by the Coast Guard’s Southern Command. Valuable discussions on improving safety at sea were held between Stewart and a very helpful LCDR David Chin Fong, then commander of the Jamaica Coast Guard. In 2007, Commodore Everette Tucker of the Auxiliary’s International Affairs Directorate, recognizing the seriousness of the situation, arranged to send representatives to meet with the newly formed Jamaica Search and Rescue Organization, to be known as JASAR. John VanOsdol, Deputy Director, and John Cooper, Caribbean Division Chief, traveled to Kingston and devoted the weekend of September 15-16, 2007, to gaining an understanding of the needs of the fledgling organization. This

largely became a learning exercise for approximately twenty members, now under the leadership of its chairman, Robert Scott. Subjects discussed included available boating courses, how to organize a program to conduct vessel safety checks and how to become effective instructors. Groundwork was laid for the development of a simple boating safety training program; preparations for a business plan and marketing efforts were also covered. Lieutenant Alistair Stewart of the Jamaica Defence Force Coast Guard Reserve and liaison officer to JASAR participated throughout the entire weekend. 🌿

[Author Eric Glasscott is Branch Chief Caribbean Liaison International Affairs Directorate]



Inuk, the Beluga whale, in his prime at the Mystic Aquarium.

INUK

Auxiliarists team up to help a sick Beluga

STORY BY RONA TRACHTENBERG,
Flotilla 65, New Bedford, Massachusetts

Auxiliarists train for many different types of emergencies. Nothing, however, could have prepared 25 Auxiliarists for the life-saving mission to which they responded for three weeks in February. At Mystic Aquarium in Mystic, Connecticut, Inuk, a 28-year-old Beluga whale, 13 feet long and weighing 2,300 pounds, had stopped eating; blood tests revealed he had a possible acute infection, complicated by kidney failure. William (Bill) J. Nelson, Jr., Flotilla 13-6, Freeport, New York, a volunteer at Mystic Seaport, heard about Inuk's medical condition and knew that the aquarium needed volunteers. Nelson decided to recruit Auxiliarists because he believed they would be perfect for the task. He sent a general call-out via e-mail explaining that it was a volunteer activity and a wonderful opportunity to do something special. The response was phenomenal and immediate.

One Auxiliarist drove five hours from New Jersey, twice. Humza Bashir, Brooklyn South Flotilla 11-12, drove three hours twice. Numerous Connecticut Auxiliarists made the shorter commute to put in hundreds of hours tending to Inuk, who had been living at Mystic Aquarium for 11 years on an extended breeding loan from the Point Defiance Zoo in Tacoma, Washington.

Beluga whales are marine mammals that can live 25 to 40 years under human care and 30 years in the wild, where their estimated population of 40,000 to 80,000 is considered endangered. They were first discovered by Spanish explorers in 1719.

"I'd like to think Inuk sensed our presence, trusted us, and understood we were there to help him," said Alex Krupnik, of Flotilla 13-6, Jamaica Bay, New York, who took the day off from work to crouch in frigid water with air temperatures in the 30-degree range for 90 minutes to stabilize Inuk's fluke. "I'd do it again in a New York minute," said the outdoor enthusiast, whose long



The Mystic Aquarium, Mystic, Connecticut.

Photo by Cheryl E. Miller used with permission.

Johns protected him under the waterproof overalls the aquarium provided each of the 12-15 volunteers in the pool during the five shifts. "I brought my own boots and gloves, but to minimize infection, the aquarium personnel asked us to wear their gear," Alex said.

During a brief orientation, volunteers were instructed in what to expect, how to behave in the pool, where to stand, and how to gently hold Inuk as he received treatment. There was to be minimal talking. As the group walked through the aquarium, they could see the three other healthy Belugas frolicking in their habitat. Their activity contrasted with Inuk's lethargy.

"Our empathy was palpable," said Alex, who winced as Inuk's head jerked when the veterinarians took several samples of blood from his fluke. Next, they gave him six to eight intravenous bags filled with fluid to hydrate him and then administered oral medication using a funnel and gastric tube. At one point, Inuk started to list to the left. "The veterinarian asked us to straighten him out so that he was more upright to receive proper treatment," said Humza.

At the end of that shift, Inuk began swimming around in his pool with a bit more energy and the veterinarian felt that he was showing signs of improvement. There was a collective sigh of relief from the volunteers.

"You hear stories about people drown-

ing and dolphins pushing the humans up to the surface," said Alex. "How often do humans get to return the favor to a species? Since we share the same world, I believe it is the job of humans, in general, and Auxiliarists, in particular, to take care of marine mammals. Getting up close and personal with Inuk gave me a new perspective on this objective."

Alex, Humza and many other out-of-town Auxiliarists paid their own expenses came and went to Mystic on Friday in anticipation of fulfilling their weekend shifts. Unfortunately, Inuk died between the evening of Friday, February 19 and early morning on Saturday, February 20.

Dr. Tracy Romano, Senior Vice President of Research and Zoological Operations at Sea Research Foundation Inc., of which Mystic Aquarium is a division, said, "Our animal care staff and volunteers were working around the clock to care for Inuk and needed relief to both rest and take care of their other daily duties. We have a good relationship with the Coast Guard and nearby USCG Academy and we thought the Auxiliary would be perfect for helping out, as they are comfortable in water. They responded right away, were extremely well-prepared, eager to help and followed our directions. They were a huge asset to our animal care efforts, and we are very grateful for their help. We would definitely call on the Auxiliary again." 🌿

Dear Team Inuk,

There are no words that I can use to convey how deeply I appreciate all the help and support you all have shown over the past month. While Inuk is no longer with us, the new bonds that have drawn us together still remain. This massive undertaking would not have been possible without each and every one of you. Your flexibility when shifts were cancelled, willingness to do whatever asked and support you showed for our husbandry team means so much to all of us. Your dedication has not gone unnoticed. Thank you all so much!"

— Tracy Sullivan,
Manager of Volunteers,
Mystic Aquarium,
Mystic, Connecticut



Photo by Bill McIntosh, Flotilla 17, Anacortes, Washington

Dave Martens and John Lowrie, Flotilla 17, Anacortes, Washington, on patrol off the San Juan Islands during Operation Podium.

OPERATION PODIUM

Keeping the Olympic Winter Games
safe started at the dock

STORY BY JUDY DARBY
FROM REPORTS BY
MARY ANN CHAPMAN
AND LYN MCCLELLAND,
Flotilla 24, Seattle/Elliott
Bay, Washington,
AND ANDY ROTHMAN
AND DAVE MARTENS,
Flotilla 17, Anacortes,
Washington

District 13 Auxiliarists played a major role in helping prevent terrorism and illegal activities during the Olympic Winter Games in February 2010. The Games were held in Vancouver, British Columbia, but Operation Podium, a security initiative of District 13 commander Rear Admiral Gary Blore, Sector Seattle, brought together active duty, Reserves and Auxiliarists from Divisions One through Four. These forces supported the integrated security initiatives of the navies of the U.S. and Canada, the U.S. Coast Guard and law enforcement agencies.

Auxiliarist Mary Ann Chapman, Flotilla 24, Seattle/Elliott Bay, served as Sector Seattle's Deputy Planning Section Chief and primary developer of the sector's Incident Action Plan. She was on call throughout the Winter Games to handle any required changes in the plan.

Auxiliary and active duty teams visited approximately 300 marinas and yacht clubs with moorage, and as many boat launch ramps as possible throughout Puget Sound, the Strait of Juan de Fuca and the western coastline of Washington State, from the U.S./Canada border to La Push, Washington. The area included roughly 3,500 square miles.



Vancouver Harbor, British Columbia, Canada. Maritime security on both sides of the border peaked during the Olympic Winter Games where thousands of guests arriving on vessels large and not quite so large docked for weeks.



Photo by Don Lindberg, Flotilla 20-6, Washington, North Carolina

SECTOR MARINA OUTREACH

The Auxiliary's performance in Operation Podium resulted from three years of work by the Auxiliary helping Sector Seattle build relationships with managers of marinas and yacht clubs. In 2008, Auxiliarists were selected and trained to act as personal representatives of the Captain of the Port, introducing priorities, discussing goals and offering the Captain's support to achieve objectives shared by Sector Seattle and the marina managers. The program, called Sector Marina Outreach (SMO), gave each specialist responsibility for specific marinas deemed "critical port partners," which he or she visits at least

four times a year. Requests for support from facility management are referred to traditional Auxiliary programs if they concern safe boating, recreational boating examinations or boating classes. Requests that require active duty response are forwarded to the sector for action and results are provided to the marina manager in a timely manner by either the SMO specialist or the active duty. The program is perceived by marina management as having made the Coast Guard more accessible. It supports District 13's Citizen's Action Network (CAN) by recruiting new members to the network who help the Coast Guard gather information on events and incidents which can be seen from their

locations throughout Puget Sound and the Strait of Juan de Fuca.

Sector Marina Outreach was chosen as the source of Auxiliary participation in the Winter Games recreational boating outreach mission. SMO Program Manager Lyn McClelland, Flotilla 24, Seattle/Elliott Bay, David Aho, Flotilla 41, Port Ludlow, and Chief Petty Officer Nick Olmstead of District 13's Incident Management Division scheduled teams of active duty and Auxiliarists who made visits to all 300 recreational boating facilities in the sector. "Approximately 25 active duty and 22 Auxiliarists were called out to make the facility visits during the Olympics," said McClelland.

The primary message to the public



Photo by Don Lindberg, Flotilla 20-6, Washington, North Carolina.

Marinas where live-aboards with permanent addresses are on watch 24/7 are an important partner in Sector Seattle's Marina Outreach and provided an added layer of security during the Olympic Winter Games.

was that, while the Olympic Games might afford an opportunity for illegal or terrorist activity, the Coast Guard was on full alert and the public was encouraged to be observant and report any irregularity. During Operation Podium, the Coast Guard sent digital voice messages to CAN members keeping them on alert and one CAN member provided a credible, real-time report of suspicious activity along the northern border.

The teams were welcomed by marina management largely because of the partnerships built by the SMO specialists over the years. Marina visits were used to recruit new members for District 13's Citizen's Action Network (CAN). CAN members help the Coast Guard on an ongoing basis by reporting and verifying information on incidents and events near their locations. The program's success was noted by the Office of Inspector General and reported to the Department of Homeland Security in 2009 as a national best practice to thwart attacks by small vessels.

OLYMPIC COORDINATION CENTER (OCC) LIAISON DUTY

Sector Marina Outreach program manager, Lyn McClelland, also served as a liaison officer for the Coast Guard in the Olympic Coordination Center in Bellingham, Washington, from February 20 to 28.

Two Coast Guard members were on duty daily between 0700 and 1900 from the opening of the games on February 12 through March 1. One team of four took the first watch until February 20 and was then replaced by the second

watch, which included two Coast Guard intelligence officers, Lieutenant Elizabeth Roscoe and Chief Jeff Bonafilia, and two general liaison officers, Reserve Lieutenant Jill Lazo and Auxiliarist McClelland. One intelligence officer and one general liaison stood watch each day.

In an interview after the mission, McClelland described her experience:

"The OCC used the Incident Command System structure, with approximately 29 federal, state and local law enforcement and emergency response agencies represented. The center served as the intelligence transfer point between the on-scene Olympic Games Coordination Center in Vancouver and each agency's off-site situation unit.

"Our mission was to monitor the activities of all the agencies represented, report to the Coast Guard Situation Unit at the Sector Joint Harbor Operations Center and District 13 Tactical Action Office, build relationships with others in the OCC, and provide other assistance as needed. We produced reports after every briefing, usually at 0800 and 1800 each day, and forwarded reports from other agencies on activities affecting security at the Olympic Games. It was a relief that every situation report included the words, 'nothing significant to report.'

"Members of the team used the time between monitoring and reporting to visit with other agency personnel in the OCC. Of particular interest was learning what all the various agencies do. The "pod" in which we were located in the center included representatives from FEMA, U.S. Navy, Army, and Washington State National Guard. Several Customs and Border Protection and



Photo by Sherri McIntosh, Flotilla 17, Anacortes, Washington

Bill McIntosh and Andy Rothman, Flotilla 17, Anacortes, Washington, aboard Auxiliary boat, Miss-n-Hatteras. The patrol approached the Washington State Ferry Terminal, a strategic facility on Lopez Island in Puget Sound.



USCGC photo By LTJG Collin Hester

LTJG Derrick Miller of Sector Seattle/Puget Sound and Auxiliarist Kathleen Goodwin, Flotilla 84, Coeur D'Alene, Idaho, meet with the owner of Skyline Marina in Anacortes, Washington, while performing Sector Marina Outreach (SMO) operations. SMO involves making routine visits to various marinas within the sector's area of responsibility to discuss marine pollution prevention/response, as well as matters concerning homeland security.

Immigration and Customs Enforcement agents served in the OCC, providing an excellent opportunity to see their aircraft and vessel tracking systems and to learn how they conduct interdiction along the marine border between Canada and the United States.

"It was a surprise to other agencies that the Coast Guard had an Auxiliarist on the OCC team. Several OCC members came over to chat about how Auxiliarists contribute to the Coast Guard mission. My experience in the OCC was one I value and appreciate. When a twelve hour watch felt long, I reminded myself that the men and women of the Coast Guard perform such watches frequently and with impressive competence."

ON THE WATER WITH OPERATION PODIUM

On-the-water patrols were also a major component of Auxiliary participation in Operation Podium. With a long, meandering border between Seattle and Vancouver and literally hundreds of islands and bays where bad guys can hide, active duty of the U.S. and Canada maritime services had plenty of area to cover. After deliberations between Coast Guard sector and district operational commanders, it was decided that the most valuable role for the Auxiliary would be to keep an eye on the areas just back from the actual border to spot any suspicious behavior.

Operation Podium used an Incident Command System (ICS) structure that integrated the Auxiliary and active duty. Patrols began February 1, before the Olympics' opening on February 12. Andy Rothman, operations officer, Flotilla 17, which meets close to the archipelago of islands that extends on both sides of the border, determined the availability of Auxiliary vessels from about a dozen flotillas in the greater Puget Sound area. Noel Patterson, Flotilla 24, Seattle/Elliott Bay, and the Auxiliary's point-of-contact for surface patrols at Sector Seattle, designed the routes and scheduled the rotations. At 50 miles or more, patrols were lengthy and required a check of small bays and inlets not normally included on marine observation missions. In all, nine flotillas conducted 30 patrols.

While no suspicious activity was discovered, the process provided valuable experience and showed that an integrated ICS structure can quickly mobilize to provide significant support to the Coast Guard's mission. 🌀

Saved By A Tweet

On January 12, one of the deadliest earthquakes in modern history struck the island nation of Haiti, killing more than 200,000 people and leaving the capital, Port-au-Prince, in ruins. Within hours, U.S. Coast Guard forces were on scene to assess the damage and start rescue and relief efforts.

The USCG Seventh District headquarters was promptly designated as the stateside command center for the Coast Guard, and the District Seven Public Affairs office became the location of a Joint Information Center (JIC) that was used for several weeks during coordinated efforts after the Haitian earthquake.

Coast Guard leadership in Washington D.C. quickly realized the organization would need assistance and called the Auxiliary. Within hours, Auxiliary public affairs officers were on scene providing communications support and coordinating logistics while the Coast Guard mobilized active duty forces from around the nation.

While the first wave of local Auxiliarists provided crucial media relations and foreign language translation, a greater capability from the Auxiliary soon emerged—social media.

In the immediate aftermath of the earthquake, Auxiliarist Ryan Bank, Ninth District-Western, Flotilla 39-6, recognized that this catastrophe was the first of global proportions in which social media could play a key role. Acting on that understanding, Bank set up a social media monitoring system to gather information being transmitted with cell phones by people in Haiti. As a result, Auxiliarists in the United States monitored text messages and tweets emanating from the rubble of Port-au-Prince and used the data to direct rescuers to survivors in need.

“After the earthquake, we needed a way to communicate with survivors in Haiti – and I found that way,” Bank wrote in an email to a Coast Guard captain, explaining what he had discovered. He continued, “Drawing on my social media experience both with the Coast Guard and private sector,



Coast Guard photo by Petty Officer 3rd Class Walter Shinn

MIAMI - Ryan Bank scans through information in a social media monitoring system he created to process and send information to the Department of Defense and Department of State to help coordinate rescues and medevacs.

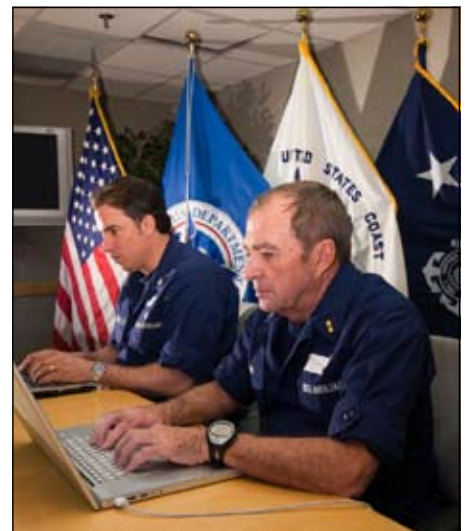


Photo by Christopher Todd, Chief-Publications

At the Joint Information Center in Miami, Florida, Flotilla 6-11 commander Felipe Pazos (left) provides much needed Spanish language translation capabilities while **Bill Swank**, public affairs officer, Flotilla 6-11, monitors social media network coverage regarding the U.S. Coast Guard response to the January 12, 2010, earthquake which struck Haiti. Pazos, a member of the Auxiliary Interpreter Corps, later traveled to a Spanish-language television station for a live interview while Swank worked to assess media coverage via the Internet.

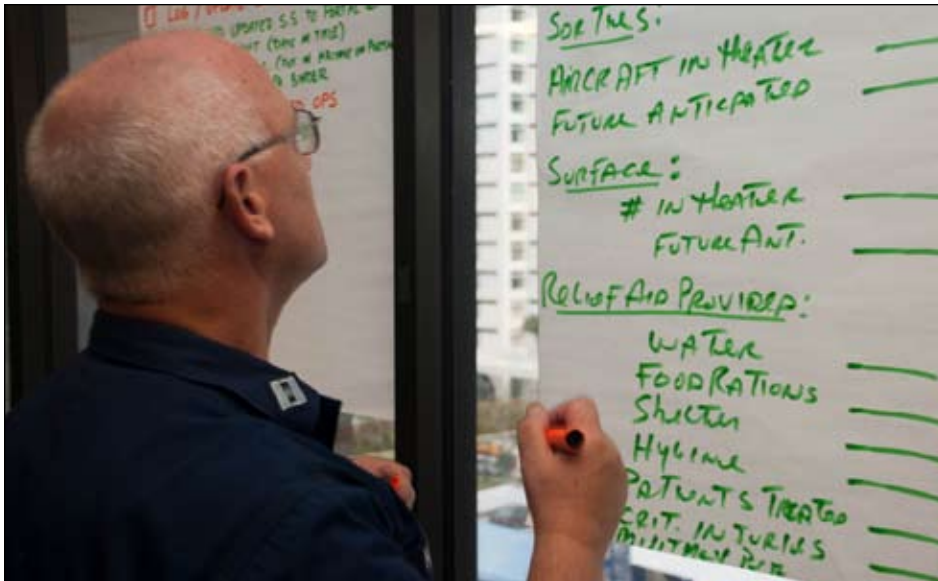


Photo by Christopher Todd, Chief-Publications

Bill Hanlon, assistant district public affairs officer, Flotilla 31, Hollywood, Florida, updates key statistics at the Joint Information Center set up as part of Operation Unified Response for the earthquake in Haiti.

I expected the data networks of Haiti's mobile providers to be operational very soon after the disaster, allowing trapped survivors to text message family and post on their social networks. I then set up a system at my home in Chicago that allowed me to monitor the major social media networks for reports of people in distress," said Bank. "In the first day alone, we received hundreds of messages, many from survivors trapped in the rubble, which we then forwarded through the [Atlantic Area] Coast Guard command center."

He subsequently flew to Miami from Chicago to monitor a rapid flow of information via a variety of new media tools and emerging technology. He was able to find people who were in distress in Haiti by monitoring and sorting their various posts. In turn, this information was passed to the Coast Guard and the Department of Defense, enabling responders to locate people who needed help.

"Bringing in Maurizio Vecchione and Ray Pages from Flotilla 12-42, Santa Monica, California, we started filtering through the messages for the most urgent SAR situations," said Bank. "All of these people worked day and night on their own time to help filter distress and aid message traffic." Bank and the volunteers worked continuously to track down each feed that stated someone was in distress, verify the information and pass it on to the command center.

A person in distress may not know who to call in a major catastrophe. When

people send the information through social media, it increases the likelihood that people will be heard and rescued. "The challenge in the whole process is that there is so much data to process and validate," Bank said. "Utilizing cell phone GPS capabilities, we now receive most distress messages with a latitude and longitude along with the reporting party's phone number, allowing us to try to text or call back for more detailed information through interpreters linked in via Skype."

To get better information, a Distress Short Message System Short Code number, 4636, was set up through the Department of State to allow those in Haiti to send in their distress messages via a text message. This number was then sent to each of the over three million cell phones on the Haitian network. After this process was established, Bank coordinated with several non-governmental organizations to help with translations and other services as he started to receive a live feed of the texts. These arrived at a rate of several per minute.

Bank, other volunteers and Coast Guard District Seven's Joint Information Center monitored feeds and compiled the information using all available sources, including non-governmental organizations, publicly-available satellite imagery, contacts on the ground, and direct contact. The information was immediately forwarded to the Coast Guard District Seven command center and U.S. Agency for International Development Coordinators at U.S.



Southern Command, as well as rescue dispatch teams in Port-au-Prince.

Bank estimates that by January 22, over 3,500 text messages for help had been received, along with hundreds of thousands of social media posts. Hundreds of requests for help or aid were set to unified response commanders. By February 1, more than 250,000 feeds, 14,700 per day, had been scanned. 📶

[Sheila Lagrand is Assistant Editor of the Navigator and Branch Chief-Media Relations, News Bureau West.]



U.S. Coast Guard photo by Ensign Brian Dykens.

PORT-AU-PRINCE, Haiti - A Coast Guard HH-60 Jayhawk helicopter embarks an injured Haitian at a landing zone in Killick for transport to the Sacred Heart Hospital in Milot, Haiti.

“The challenge in the whole process is that there is so much data to process and validate. Utilizing cell phone GPS capabilities, we now receive most distress messages with a latitude and longitude along with the reporting party’s phone number, allowing us to try to text or call back for more detailed information through interpreters linked in via Skype.”

– AUXILIARIST RYAN BANK, NINTH DISTRICT-WESTERN, FLOTILLA 39-6



Photo by James Smeal, Flotilla 74, Ventura, California

Sea Cadets provide valuable service to visitors at the Channel Islands Harbor Safe Boating Expo. Event producer Henry Goldman, Flotilla 74, Ventura, California, thanks Petty Office First Class Randy Montrose.



18-year-old Sea Cadet, Chief Petty Officer Erik Mendoza, soon to be a member of Central Brevard Flotilla 17-6, leads the Courageous Division of the Cape Canaveral Sea Cadets onto the inspection field at their 2010 annual inspection. The event was held at the U.S. Naval Ordnance Testing Unit in Port Canaveral, Florida.

Onboard With The Sea Cadets

A new Memorandum of Understanding between the U.S. Coast Guard Auxiliary and the U.S. Naval Sea Cadet Corps (USNSCC) authorizes cooperation between two organizations that have worked together informally in the past. The memorandum expands on guidance contained in the Coast Guard Public Affairs Manual (COMDINST M5728.2D). Both organizations retain their authority, missions, and regulations and can now operate together in joint exercises and missions.

Working with Sea Cadets falls under the Auxiliary's Public Affairs, Community Relations mission. This mutually beneficial partnership focuses on training, mentoring, personal growth, skills development and service to our nation. The agreement focuses on providing enhanced maritime training, technical expertise, participation in training, and other opportunities that might otherwise be unavailable, while maintaining the values and purposes of each organization. It may also serve as a recruiting tool, as Sea Cadets "age out" after high school.

Both organizations require a prospective member to be a U.S. citizen with no felony record and able to pass a background check. Members of both organizations wear uniforms similar to the Navy and Coast Guard.

Sea Cadets might partner with the Auxiliary to expand opportunities for vessel safety checks. While an Auxiliary team readies at a local boat ramp, several Sea Cadets in uni-

form serve as part of the pre-evaluation team. The cadets approach boaters telling them the benefits of a free vessel safety check. When a boater agrees to a check, cadets might help the skipper collect documents and display equipment to be examined. When the vessel examiner arrives, the safety check is completed in ten minutes or less.

Give it a try. Visit www.seacadets.org and use their locator: http://dolphin.seacadets.org/US_units/index_public.asp to find a unit near your flotilla.

The Navy League established the Naval Sea Cadet Corps, for youngsters aged 13-17, and Navy League Cadet Corps, for ages 11-14, in 1958. Congress federally chartered the Naval Sea Cadet Corps under Public Law 87-655 (36 USC 1541) on September 10, 1962. Sea Cadet units are divided into three main types. Divisions focus on maritime activity, battalions focus on construction (Sea Bees) and squadrons focus on aviation. Sea Cadets train in many areas which can be enhanced by the Auxiliary. They train aboard Navy and Coast Guard vessels using the same qualification standards as active duty service members. Longer-term training occurs during school breaks, including Airman Training, Music Training, Seabee Indoctrination (construction), SEAL Team Training, Submarine Orientation, Military Law Enforcement Training, Explosive Ordnance Disposal, Leadership Academy, Marksmanship, Seamanship, and Boating Safety. ⚓



Bassmaster Expo is a 'Keeper'

What better way to reach anglers with the “Wear It!” message than by being right in the middle of over 60,000 of them with an eye-catching life jacket exhibit. The Bassmaster Classic is the Super Bowl of fishing, attracting inland waterways anglers from across the country. The February 2010 Expo, held February 19-21 at the Convention Center in Birmingham, Alabama, offered autograph sessions with pro anglers, kids’ activities, boats, motors, product demonstrations, fishing accessories galore, and tips and techniques from industry experts.

For the sixth consecutive year, the Coast Guard Auxiliary’s National Marketing Group had a presence at the Expo. Thanks to ESPN/Bass’ donation of exhibit space, the colorful life jacket display at the end of a high-traffic aisle enticed several hundred visitors to stop, touch, try on and ask questions. A rack of children’s life jackets held a variety of alluring models that included a Type II Dora the Explorer® model. A stuffed dog wearing a Critters Inflatable® topped off the display.

Eighth District Coast Guard Recreational Boating Safety (RBS) Specialist Kevin Kelly and his Seventh District counterpart, Bruce Wright, hosted the exhibit. Both wore Coast



Guard RBS tournament shirts and worked the Expo floor and launch area. Kelly presented an HQ Boating Safety Division coin to Bradley Thaxton, Commander, Flotilla 88, Coosa River, Alabama, in recognition of his success in staffing the event with members from across Division Eight, including Curtis Cantrell, Flotilla 85, West Alabama; Zachary Kosan, Flotilla 87, Birmingham; and David Ihle and Christine Beal-Kaplin, also of the Coosa River flotilla.

“Wear It!” was the primary exhibit message, since 90 percent of people lost to fatal recreational boating drownings over the past ten years were not wearing a life jacket and anglers are among those at highest risk. By displaying a selection of inherently buoyant models for anglers and children and adult inflatable life jackets, exhibit visitors were able to compare them side-by-side. Auxiliarists staffing the exhibit read the Auxiliary’s *Inflatable Life Jackets Basics* before the show and answered questions about hydrostatic inflatable technology and bobbin-activated inflatable re-arming. The February 2011 Bassmaster Classic Expo will be held in New Orleans. 🐾
[Stu Soffer is special events manager, National Marketing Group]

Maine Lighthouse Day

BUILDING A MARITIME LEGACY

Maine Lighthouse Day honors the long tradition of lighthouses and their dedicated light keepers. It is an open house of 52 active lighthouses along the rugged coast of Maine coordinated by Coast Guard Sector Northern New England, the Maine Lighthouse Foundation, and the State of Maine Office of Tourism. The public is greeted by guides who explain the history and importance of these venerable beacons of safety and comfort. (Story continues on Page 26)

Tom Lambert,
coxswain aboard
Time Away,
passes Fort Point
Lighthouse.



Pumpkin Island Lighthouse, Maine.

“Throughout history, lighthouses have assisted mariners in guiding their vessels through the darkest nights and the most treacherous storms, safely into port,” declared Rear Admiral Dale G. Gabel, First Coast Guard District, Boston. “Lighthouses have been part of the Coast Guard’s rich maritime heritage and we were pleased to have this opportunity to work with the State of Maine to highlight this history.”

Captain James McPherson, commanding officer, Sector Northern New England, South Portland, Maine, saw an opportunity for Auxiliarists to support the Coast Guard’s Aids to Navigation mission and at the same time promote community outreach when he tasked Divisions One and Two with an Aids to Navigation (ATON) survey mission to coincide with Lighthouse Day.

Auxiliarists can be tasked with making a required yearly visit to each of the lighthouses under a sector’s jurisdiction to produce a detailed report that includes a survey of broken windows, doors found ajar, foundation deterioration, erosion, lost roofing shingles, and the condition of walkways, piers, ladders and solar equipment. Notes are made of obvious vandalism, sound-producing equipment is checked, and the range the light can be seen from the sea during daylight hours is confirmed. If the light is not operating as per published Light List data and an owner fails to do the proper maintenance upon notice, it is removed from the Light List and Coast Guard oversight. The Auxiliary does not do any hands-on maintenance.

Since a fatality in the New York area involving a private aid to navigation (PATON), Frank Larkin, District One-Northern navigation systems officer, has increased efforts of ATON-qualified examiners in District One. “We intend to physically



Auxiliary vessel Spicus, a 34.5-foot “lobster yacht,” is readied to depart Stonington Harbor by Libby Wiswell (at the bow), Division One commander. Coxswain, Frank Wiswell, aft, is the recently appointed district captain-north.

visit, photograph, and survey every PATON in District One’s area of responsibility.”

District One’s assistant navigation system’s officer, Nancy Plunkett, Flotilla 15, Camden, Maine, headed efforts by the six local flotilla’s surrounding Penobscot Bay and directed Auxiliary vessels to those lighthouses not easily accessed by land or ferry. The mission included visits to 24 remote lighthouses and a report on each.



Surf Scoter, Luke Williams, coxswain, leaves Stonington Harbor.

One Auxiliarist and crew headed southwest from Rockland Harbor hugging the rugged coastline for their first four lighthouse assignments, then headed offshore for Two Bush Island. Another team headed Down East to Isleboro Island then on to Jericho Bay. Yet a third team departed Bucksport, making their sixty-mile loop south along the west coastline of Penobscot Bay, east across the bay, dodging thousands of colorful, bobbing lobster pots, then north along the bay's eastern shoreline and back to Bucksport. The fourth, and farthest from traditional tourist traffic, departed Stonington for even more remote assignments.

In all, 21 Auxiliary members on six Auxiliary vessels surveyed twenty-four lighthouses: Footloose, coxswained by Charlie Foote, Flotilla 15, Penobscot Bay, was the first vessel to leave Rockland Harbor; Surf Scoter, coxswained by Luke Williams, Flotilla 14, Mount Desert Island, headed to Jericho Bay; Sashay, coxswained by Sid Lindsley, Flotilla 15, Penobscot Bay, covered the island of Isleboro and mid-Penobscot Bay; Time Away, coxswained by Tom Lambert, Flotilla 12, Bangor, covered Fort Point and southern Penobscot Bay; Spicus, coxswained by Frank Wiswell, with crew Libby Wiswell, Midcoast Flotilla 18, and Dirigo Pilot, coxswained by Tom Sawyer, circumnavigated Penobscot Bay from Bucksport. Each team photographed its assigned lighthouses from its vessel. Landings at such remote lighthouses was discouraged. All photographs and surveys were turned over to sector, with any immediate problems forwarded to the aids to navigation team at Station South West Harbor on Mount Desert Island.

CAPT McPerson said of the mission: "Once again, the Auxiliary performed admirably. Their support was superb and the success of the first Maine Lighthouse Open House was largely due to the work of the Auxiliary. The Coast Guard and its predecessors have been in Maine for over 200 years. I am so impressed with the wonderful Auxiliary team we have in Sector Northern New England. We can never repay them for the tremendous service they provide."

By day's end, the Maine Lighthouse Foundation estimated that 15,000 visitors had enjoyed the open house. For further information on Maine Lighthouse Day, visit www.LighthouseDay.com. 🌟

The Summit

Auxiliary and Alabama Marine Police meet to save lives

"Working Together to Save More Lives" was the theme for a summit of 43 representatives of the Auxiliary and active duty Coast Guard and the Alabama Marine Police (AMP) who came together to share information and ideas on March 27, 2010. The event was hosted by Bass Pro Shops in Prattville, Alabama, with the support of Eric Alford, general manager of the sporting goods store. The idea for the summit came from Jake Shaw, Flotilla 89, Montgomery, Alabama, who was inspired to organize the event when he was the Alabama state liaison officer and responsible for maintaining relations between the Coast Guard Auxiliary and the Alabama Boating Law Administrator. The Boating Law Administrator is typically involved in the enforcement of recreational boating laws for his state. The current state liaison is Eric Toxey, Flotilla 87, Birmingham, Alabama.

Leaders present included Captain James Montgomery, Eighth District-Coastal Director of Auxiliary; Commodore Larry Richmond, Auxiliary Eighth District-Coastal; Captain Steve Poulin, Sector Commander Mobile, whose command has responsibility for the majority of the state of Alabama; Hobbie Sealy, assistant commissioner, Department of Conservation and Natural Resources, State of Alabama; John T. Jenkins, director, Alabama Marine Police; and Major Bob Huffaker, chief enforcement officer, Alabama Marine Police. They were joined by nearly every sworn officer in the Alabama Marine Police and leaders from nearly every flotilla in both Coastal and Eastern Regions of District Eight within Alabama.

Presentations introduced each organization's history and resources. Recreational boating safety education activities were highlighted. Then the representatives broke into



Photos by Lieutenant Mitford Fountain, of the Alabama Marine Police. Used with permission.

Left to right: Captain Steven Poulin, Sector Mobile; Jake Shaw, state liaison officer; John Thomas Jenkins, director Alabama Marine Police; Hobbie Sealy, assistant commissioner Alabama Department of Conservation and Natural Resources.



Landon Elliott, Auxiliarist with Auburn University's Eagle Detachment, recorded the Summit. Event organizer Jake Shaw, Flotilla 89, Montgomery, Alabama, is standing in the rear.

smaller workgroups according to the AMP district in which they were active.

Some remarkable outcomes resulted in this day of interaction and working together:

- The ability of Auxiliarists while on patrol to communicate with and gain the assistance of the AMP was identified by Commodore Richmond as one of the key concerns for the Auxiliary. Several solutions emerged, including the hope that in the future, Auxiliary vessels on Alabama waters may be able to secure use of state-owned 700-MHz radios, just as are available for certain Auxiliary vessels in New Mexico.

- Auxiliary instructors may gain certification as Alabama Boating Safety Instructors and will either be able to assist AMP personnel in instructing the state course or to issue Alabama completion certificates for Auxiliary courses that are approved by the National Association of State Boating Law Administrators. Alabama requires a license for every boater in the state.

- Alabama law requires that owners of vessels with marine sanitation devices (MSDs) display a decal to show that the device has had an annual inspection. AMP will train Auxiliary vessel examiners to become state-certified MSD inspectors. There is no enforcement involved in this activity, but just as vessel examiners issue a decal when a boat passes all the requirements specified on the vessel examination checklist, MSD inspectors would issue a decal when an MSD passes a predetermined inspection checklist.

- Citizens Action Network was introduced to the AMP and there was agreement that it would be a terrific adjunct to AMP enforcement and a resource in search and rescue situations.

The day ended with unanimous agreement that the summit was the beginning of some very exciting synergy between the Coast Guard, Coast Guard Auxiliary, and Alabama Marine Police. In the coastal areas, a close working relationship already exists between the active duty Coast Guard and AMP. Expectations are that the summit will promote a working relationship that makes recreational boating safer throughout the entire state of Alabama. 🌀

[Richard A. "Doc" Clinchy is Chief of Staff, Eighth District-Coastal Region Auxiliary.]



BREAKING ICE

Auxiliarists help keep the Hudson River open for year-round commercial vessel traffic.

On a wintery Sunday in January, Auxiliarists from Divisions One, Seven, 10 and 14 in First District-Southern assisted crews aboard the USCGC Sturgeon Bay as it engaged in ice-breaking operations on the Hudson River. The Auxiliary crew boarded the Sturgeon Bay at the Hudson River Maritime Museum in Kingston, New York, about 100 miles north of its home port in Bayonne, New Jersey. The Sturgeon Bay keeps the commercial corridor clear for the tugs and barges that navigate the river throughout the winter hauling fuel oil, gasoline, jet fuel, kerosene and diesel fuel to the cities and towns along the length of the river between Bayonne and Albany, New York.





Photo by Ken Hoeg, Flotilla 10-20, Air Station Caldwell, New Jersey.

ABOVE: Southbound at Catskill, New York, a tug escorts another tug pulling an oil barge through ice cut by the Sturgeon Bay.

While many areas of New York State are fed by pipelines, the region from Westchester County to Albany and farther north gets nearly all its petroleum products from the massive barges that are pushed up and down the Hudson River. When the river is clear, the 125-mile trip from the George Washington Bridge to Albany, the main port, takes about 24 hours. With heavy ice conditions, it is a difficult voyage that can last 48 hours or longer, doubling or even tripling the shipping cost.

"Without commercial river traffic, communities all along the river would be short on home heating oil within a matter of days," said Lieutenant Commander Scott Rae, commanding officer of the Sturgeon Bay. "The Coast Guard breaks ice on the river to keep it clear for commerce, as well as for safety, flood control and secu-

"Without commercial river traffic, communities all along the river would be short on home heating oil within a matter of days. The Coast Guard breaks ice on the river to keep it clear for commerce, as well as for safety, flood control and security reasons. Coast Guard, police, fire, and other first responders need to be able to carry out search and rescue, law enforcement, homeland security and other emergency missions."

— LIEUTENANT COMMANDER SCOTT RAE,
COMMANDING OFFICER OF THE COAST GUARD CUTTER STURGEON BAY

rity reasons. Coast Guard, police, fire, and other first responders need to be able to carry out search and rescue, law enforcement, homeland security and other emergency missions," he added. "The Hudson is a significant commercial highway that can become clogged with enough ice to stop all traffic. A good portion of the ice the cutter plows through is called 'brash,' conglomerations of small cakes and chunks from previously broken formations, coalesced and refrozen into irregularly shaped elements 2–10 cm in diameter, often with sharp projections. If you give brash a day or two, with below freezing temperatures, it re-freezes into an aggregation that is difficult to break.

"The Sturgeon Bay's hull," LCDR Rae explained, "is designed so that the ice collapses onto itself. The ship also creates a considerable wake that helps break up and clear the brash from the track. In addition, the 140-foot Bay Class icebreaking tugs are equipped with a bubbler system that forces a low-pressure, high volume of air through holes along the hull of the cutter. This lubricates the hull and reduces resistance, making the ice breaking process more efficient."

On the bridge, Carol Maccio, Flotilla 20, Caldwell, New Jersey, stood a watch as the cutter plowed through the icy river. Other Auxiliarists were scattered about the ship, performing tasks ranging from heaving a line to raising colors to serving bagels in the galley. Lou Volpato, Flotilla 16, Islip, New York, and Art Gottlieb, Flotilla 72, Norwalk,

Connecticut, worked below deck with the crew in the engine room. "EMC Mark Beery and ME3 Michael Walden explained the cutter's fluid systems and engineering," said Gottlieb. "We did everything from taking oil samples to ensuring there was no contamination to reviewing firefighting training."

Working alongside the active duty crew, Bill Scholz, Flotilla 71, Port Chester, New York, raised the colors on the bow of the Sturgeon Bay. "It was a real honor," he said. "When I turned to salute the bridge, it was a very proud moment. It reminded me of my father's service to his country during World War II."

"I was a little nervous throwing the heaving line," said Carol Saar, Flotilla 72, Norwalk, Connecticut. "Even though my training made this toss routine, I did not want to mess up working with active duty." Saar threw a strike and the crew smartly hauled in the line.

On this cold, January day, the Sturgeon Bay passed seven commercial vessels, including the 110-meter Netherlands-flagged MV Jumbo Vision which was southbound on the Hudson River. The Jumbo Vision is a heavy-lift operations and transport ship equipped with two 400-ton cranes. In addition, several tugs pushing tanker barges were headed south, returning to the New Jersey fuel terminals to be reloaded for the return trip north with their vital cargo. The Sturgeon Bay fell in behind them for the return trip downriver to Kingston.

"It was huge to get out on the Hudson

River with the Sturgeon Bay and work alongside our active duty shipmates. I loved working the deck and in the galley. Besides, the entire crew appreciated my chocolate chip cookies,” said Judy Cassara, Flotilla 71, Port Chester, New York.

Auxiliarist Eric Smith, Flotilla 10-2, Secaucus, New Jersey, serves regularly as watch on the Sturgeon Bay. Smith is expected to perform at the same level as the active duty, making hourly rounds checking fluids and gauges in myriad systems from deck to deck. “The training is tough. Some of the spaces you have to crawl into are small and you have to know the systems thoroughly. The test assesses your ability to draw a diagram of all the lines and which fluids they carry.”

Cruising out of Rondout Creek, past its historic lighthouse, the Sturgeon Bay headed north up the Hudson River. Overhead, the crew spotted Auxiliary Aircraft (Aux Air) Bravo Juliet, a Piper Dakota, with pilot Darryl Laxson at the controls. Aux Air assists the Sturgeon Bay’s mission by conducting daily reconnaissance flights that provide updated information about ice conditions and vessel traffic. “The information is transmitted to waterway users,” said Laxson, Flotilla 10-20, Caldwell, New Jersey, who is also assistant District One staff officer-aviation. “Weather permitting, we fly up to five missions per day, seven days per week. Today, we over flew the Sturgeon Bay as it departed on an ice breaking mission from Kingston and headed north up the Hudson River,” he continued. “We flew north along the river over the Rip Van Winkle Bridge while we compiled a formal ice report which would be faxed to Sector New York Command Center upon our return to base at Air Station, Caldwell, New Jersey.” Patrols typically fly up over Lake Champlain to the Canadian border before returning to base. The report, which covers commercial vessel traffic and ice jams at critical bottlenecks along the river, allows Hudson River mariners to better plan for ice conditions and provide valuable information for mission planners to deploy the ice breakers.

Laxson’s crew radioed the Sturgeon Bay near the historic Saugerties Lighthouse and relayed information on ice conditions and vessel traffic to Auxiliarist Fred Simmons, Flotilla 20, Caldwell, New Jersey, on board the Sturgeon Bay.

Photographer Ken Hoeg, Flotilla 10-20, Caldwell, New Jersey, on board Bravo Juliet, photographed the ice con-



ME3 Michael Walden explains the oil testing process to Lou Volpato, Flotilla 16 Islip, New York and Art Gottlieb, Flotilla 72 Norwalk, Connecticut, in the engine room of the Sturgeon Bay.

ditions along the river and later in the day emailed the images to operations personnel at Sector New York, who posted them on the Coast Guard Homeport website.

“With our weather window closing in, we made the wise decision to head back to our home base at Air Station Caldwell early today,” said Hoeg, a 21-year veteran of the Auxiliary. “Safety is always our number one priority. It was the best we could do to get in the ice patrol with photos of each reporting point, the aerial pictures of the Sturgeon Bay and make it back to our base before the weather arrived.”

“Around 300 commercial vessels transit the Hudson River during the winter months, carrying over 5 million barrels of petroleum products to the communi-

ties of the northeast region,” said LCDR Rae. “Aux Air flies above the Hudson River with us day in and day out, truly a force multiplier. I am a huge supporter of the Auxiliary; they are an integral part of Team Coast Guard.”

“Aux Air is an Auxiliary operational program, but organized on a district level rather than on a flotilla basis,” said Wilson Riggan, division chief-aviation. “Our aviators have varied aviation backgrounds and many have prior military experience. Auxiliary pilots volunteer their aircraft, just as surface operators volunteer their boats.” All aircraft meet strict Coast Guard and Federal Aviation Administration requirements and are inspected annually per the Commandant’s instruction. 🌀



Photos by Ken Hoeg, Flotilla 10-20, Air Station Caldwell, New Jersey.

Observer Sal Bio, left, and aircraft commander Darryl Laxson from Air Station Caldwell New Jersey, Flotilla 10-20, brief the mission plan prior to departure. The plane is a Piper Dakota.

From the Air

At the request of the New York Department of Transportation (NYDOT), Darryl Laxson and the Aux Air team that includes aerial photographer Ken Hoeg took daily photographs of the demolition of the Lake Champlain Bridge, which spanned the state line between Crown Point, New York, and Chimney Point, Vermont, and the construction of new ferry docks just south of the bridge. The new docks opened on schedule, just 108 days after the closure of the old bridge.

“We provided NYDOT with an image history of the bridge demolition and ferry terminal construction,” said Hoeg. “The crews worked in difficult ice conditions and our photo log will help engineers document the work and evaluate future options for bridge replacement. In addition, we provide photos to the



Darryl Laxson at the controls of the Piper Dakota, somewhere over New York.

Lake Champlain Transportation Company to assist them in moving ferries in varying ice conditions.”

“The photos are a tremendous help to us,” agreed LTJG Laura van der Pol at USCG District One in Boston. “Sector assembles them to send up our chain of command to inform District about the happenings on Lake Champlain. The photos not only help keep Sector informed, but they assist the Lake Champlain Transportation Company with ice breaking needs, Station Burlington for situational/rescue awareness, and they get presented to the District One Admiral.”

Laxson began flying in 1953. His Piper Dakota cruises at 122 knots with a payload of 738 pounds. The team flies out of Coast Guard Air Station Caldwell, New Jersey, Flotilla 10-20. 🇺🇸

PLAYING THE BAD GUYS

Aiding the Coast Guard Marine Force Protection Unit

Hood Canal, Washington, is one of only two locations at which the United States Navy bases its ballistic missile submarines. Naval Base Kitsap (NBK) Bangor, as it is known, houses several Trident Class submarines that are the subject of some of the tightest security measures known to mankind. These security measures not only include the base, they extend to the security of the submarines as they transit to and from their base, through the Hood Canal and the Strait of Juan de Fuca.

The responsibility for transit security falls to Maritime Force Protection Unit at Bangor, Washington, a USCG unit dedicated to protecting U.S. Navy submarine assets home-ported at NBK Bangor. Established in 2007, the unit is still growing and learning as it assimilates new people and equipment with new technologies. The submarines are generally escorted by two Hornbeck off-shore supply vessels (OSVs) contracted by the Military Sealift Command carrying an embarked Coast Guard Security Force from MFPU Bangor. The escort package is accompanied by 87-foot USCG coastal patrol boats and the newer 64-foot screening escort vessels, designated the SPC-SV. Powered by twin MTU diesels driving through a Hamilton jet system, these puppies can move at 25 knots plus.

To train and hone the skills of its crews, the MFPU solicits help from local Auxiliarists to serve in a variety of opposing force roles, to include acting as oblivious fishermen, recreational boaters, maritime protestors, or actual bad guys intent on harming the Navy unit. Through these exercises, the

MFPU crews work to reinforce their law enforcement training and small boat tactics.

During a recent exercise, MFPU Bangor asked Flotilla 41 for its assistance. Three boats were brought in to assist. They were: Virgin Sturgeon, coxswain Ian McFall; Carpe PM, coxswain Al Burgan; and Profish'n Sea, coxswain Steve Hyman. The crews played out 10 situations with the MFPU ranging from one involving a wayward recreational vessel that accidentally wandered inside the 1000-yard security zone to a more challenging situation where the Auxiliary crews acted as maritime protestors attempting to impede the passage of the escorts.

Boat crew trainee George Sickel, who is the owner and helmsmen of the Auxiliary vessel Virgin Sturgeon, remarked, "It was an exciting and educational experience for all involved. The temptation to watch the action is great, but the helmsman, in particular, has to stay focused and calm to maintain a predictable course and speed. It is definitely a challenge to keep your boat on station, and having a 64-foot armed escort vessel carve a 25-knot intercept course to your vessel while you continue along at 25 knots will keep you on your toes. The excitement is heightened by the blare of the VHF radio, the escort vessel loud hailers, and the simulated noise of gunfire and RPG fire."

At the end of each scenario, the exercise commander re-deployed the Auxiliary boats to a new location from which the next "play" began. Repositioning requires the Auxiliary crews to plot the course to the new position and estimate the time of arriv-



al under time constraints imposed by the circumstances of the exercise. The exercises require concise radio protocol, good seamanship, quick navigation skills, and above all, good teamwork. Coxswains have to focus on crew safety and maintain complete situational awareness since the action evolves very quickly.

Safety is the first priority. The stern and bow watches must maintain close situational awareness at all times. If anyone is out of place, uncertainty arises, or a situation becomes unsafe, the exercise commander immediately calls "Game Off" and all vessels immediately slow down, stand off the required distance from the Coast Guard vessels and comply with radio or hailer instructions.

At the end of the exercise, all Auxiliary crews were invited aboard one of the OSVs for lunch. Rafting the three Auxiliary facilities up alongside the OSV afforded yet another opportunity to practice seamanship and moor-



Photos By Ian McFall

George Sickel, Flotilla 41, Port Ludlow, Washington, "fires" on the escort vessel with the RPG during security exercises with the Coast Guard and Navy.

ing skills under the watchful eyes of the regular Coast Guard.

The OSVs are actually civilian vessels operated by a private company under contract to the Navy. They are, to say the least, nicely appointed. The galley of the boat was equipped like a small cruise ship and a great lunch of home-made meatloaf with all the trimmings followed by pie and ice cream was served. Those dry suit zippers were tough to fasten afterward!

Participating in this kind of exercise helps to hone the skills of boat crews and train new members. It also improves member retention when trainees see that they will have opportunities to participate in these missions as they go through their lengthy crew qualification process. When a potential new member asks, "What exactly do you guys do?" being able to show a few pictures of the flotilla participating in a missions like this makes the recruiting job a lot easier.

Dick Moore, commander, Flotilla 41 said, "Although we don't get to do this kind of thing every day, showing prospective members our involvement in these activities always gets their attention. It also provides a great opportunity to train Auxiliary crews in basic seamanship and navigation. It builds confidence in trainees who have to perform many of their navigational tasks under pressure or undertake docking procedures under the scrutiny of the Gold Side, and it's fun!" 🌀

[Ian McFall is Vice Commander, Flotilla 41, and its public affairs officer.]



ProFish'n Sea, Virgin Sturgeon, and Carpe PM raft up to a supply vessel for lunch after security exercises in Hood Canal, Washington.



SONS 2010

More than a Handful

Seventeen Coast Guard Auxiliarists participated in the triennial Spill of National Significance, or SONS 2010, March 22-25 in northern New England. As the lead federal agency for pollution incidents in coastal zones, every three years the Coast Guard conducts a SONS exercise with four overarching goals: increasing the preparedness of the entire response organization from the field level up to agency leadership in Washington, DC; exercising the National Response System at the local, regional, and national levels using a series of large-scale, high probability oil and hazardous material incidents; providing an environment for an unprecedented level of cooperation throughout all levels of government, private sector, and non-governmental organizations; and offering broad opportunities to improve plans and procedures. Since 1994, exercises have taken place in Pennsylvania, Alaska, Texas, California, and the Midwest.



An oil boom is deployed by the Coast Guard during a Tier II simulated disaster exercise. The exercise, in which 17 Auxiliarists also played a role, brought together a variety of agencies and over 600 people.

Photo by Rusty Gardner, Flotilla 14-5, Green Cove Springs, Florida

Six Auxiliarists worked the exercise at the Portsmouth, New Hampshire, forward operating base (FOB). Two documented operations, one served as an evaluator and another three worked in radio communications. Nine Auxiliary members supported the Portland, Maine, command center: one at the center's check-in, two in resources, two in situation development, three in documentation, and one in the Marine Transportation Systems Recovery Unit. Another Auxiliarist served as a Joint Information Center controller/role player and three members of the Auxiliary video corps documented the exercise. Auxiliary members

hailed from Districts One-Northern, One-Southern, Seven, Nine-Western Rivers, and Eleven-South.

This year's exercise focused on response to a simulated oil spill in the Gulf of Maine where Portland Pipeline, Sprague Energy, Gulf Oil and Irving Oil receive hazardous materials such as crude oil, home heating oil, jet fuel and gasoline at several large terminals via land and sea. The scenario was a collision about 15 miles offshore during a severe snowstorm between a tanker transporting 430,000 barrels of crude oil and a car carrier. In the scenario, the tanker lost 69,000 barrels of crude while sinking at the

entrance to the harbor in Portland, Maine. Exercise controllers working in a "simulation cell" played various roles as members of the community injected prepared and spontaneous input into exercise play. Working with Maine's unpredictable weather, various oil spill containment and recovery equipment was deployed from Coast Guard and commercial vessels. Most players were located at the Unified Command Post at the Holiday Inn in Portland, Maine, but environmental response teams were stationed throughout the region, including Portsmouth.

At the beginning of the exercise, Rear Admiral Paul R. Zukunft, SONS 2010 exercise director, said, "The support of our vital federal, state and local partners, and our industry partner, Shell Oil, has been phenomenal and we expect to have a vigorous and valuable exercise. The lessons we learn with our partners will influence national response policy and improvements to the National Response System." Tom Smith, Vice President of Shell Oil Products U.S., said, "Shell Oil Company was thrilled to participate in the SONS 2010 exercise. The safety of people and the environment have always been our main objectives at Shell operations around the world. In an emergency, protecting people and minimizing any environmental damage remain top priority for us. Participating in drills such as SONS 2010 also allows Shell to test new technologies and equipment that could be used in an actual incident."

The Coast Guard National Command Center led the way, sending exercise information to simulate critical communications much like what was implemented during Haitian response operations. Exercise partners included Transport Canada, the Departments of Homeland Security, Interior, and Transportation, National Oceanic and Atmospheric Administration, Occupational Safety and Health Administration, National Geospatial-Intelligence Agency, Navy Supervisor of Salvage, National Response Team, and Shell Oil Products U.S., as well as the states of Maine, New Hampshire, Massachusetts, and Rhode Island. Auxiliarists helped develop exercise scenarios and scripted actions for the first 48 hours to facilitate a "warm start." This preparation allowed



Ray Pages, branch chief-video, tapes the action on a rainy New England morning during the SONS exercise.

full-scale activities on Day 3 to focus on immediate interaction between the National Incident Commander, played by RADM Jim Watson, and senior leaders throughout DHS and the National Response Team departments and agencies, as well as field response in New England.

Scripted products included draft Incident Action Plans and an Area Command Operations Guide representative of the first two response days. The development of these documents generated valuable discussions about Federal On-Scene Coordinator authority, organizational elements, the role of the National Incident Commander (NIC), and response matters such as places of refuge. Lessons learned will be included in the after action report, further increasing preparedness throughout the National Response System. Barbara Parker with the Maine Department of Environmental Protection said, "The reason they're doing this is to be better prepared in the future for an actual oil spill. So this is a great way for state,

federal and local governments to get together to practice what we need to know in the case of a real incident and just to be able to do our best during any incident that might occur."

"This exercise should scare us. It's a reminder that it can happen here. The only way we're going to get through real-world spills is if we prepare," said Casco Baykeeper Joe Payne.

"The most important thing is it shows the capabilities and protection we really do have," said South Portland Waterfront Director Tom Myers. "These kinds of scenarios are so unlikely in today's environment to occur. But if they do, it shows how well-prepared and organized the response is," he added.

The Coast Guard's role in environmental protection dates back more than 175 years to the Timber Act of 1822 that mandated the U.S. Revenue Cutter Service protect government timber from poachers. In 1968, federal roles and responsibilities for oil spill responses were defined by the National Oil and Hazardous Substances Pollution

Contingency Plan, also known as the National Contingency Plan. The plan was updated in the early '90s to include the lessons learned from the March 24, 1989, Exxon Valdez spill. Today the Coast Guard continues to protect the marine environment as one of its 11 statutory missions. Coincidentally, SONS 2010 began on the 21st anniversary of the Exxon Valdez catastrophe, the oil spill in Alaska's Prince William Sound that was the catalyst for enactment of the Oil Pollution Act of 1990, the primary law governing oil spill response today.

SONS 2010 is the only Coast Guard-sponsored Department of Homeland Security Tier II exercise on the Homeland Security Exercise and Evaluation Program five-year calendar. A Tier II exercise tests federal strategy and policy with significant simulation. The exercise involved more than 600 people from a variety of federal, state, local, tribal and private organizations. *[Tom Nunes is Deputy Director-Public Affairs, Coast Guard Auxiliary]* 🌀

During Commissioning Week at the U.S. Naval Academy, Annapolis, Maryland, Auxiliary vessels are called on every year to help keep recreational boats away from a security zone that the Coast Guard establishes on the Severn River, which flows past the Academy grounds. This photo by Caryl Weiss, Flotilla 23-1, Annapolis, Maryland, was chosen by Sector Baltimore for its 2010 calendar.



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