



NAVIGATOR



THE U.S. COAST GUARD AUXILIARY MAGAZINE



WINTER 2009/2010



Photo by Jack Leth, Flotilla 11-1, Lake Forest, California.

The Coast Guard and Coast Guard Auxiliary train to the same standards for towing a vessel in distress. Because towing requires specialized skills for both coxswain and crew, members have to maintain their proficiency with a lot of practice. On December 14, 2009, following a major snow storm, Auxiliarists from Flotilla 11-1, North Lake Tahoe, aboard Coxswain Bill Stolz' *Camie Marie* and active duty aboard Station Tahoe's 25-foot Defender class boats trained in winter exposure suits at the north end of Lake Tahoe. Above, Auxiliarist Dee Dee Kincade and BM2 Crystal Lynskey, Auxiliary Liaison Officer, set a line for a side tow.



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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:

Auxiliarists Phil Appenzeller, in front, and John Burns of Flotilla 82, Cape May, New Jersey, help BM2 Robert Brodhead, right, secure the USCGC Ibis against a major winter storm that hit Cape May in December 2009. "The Shack" on Yacht Avenue in Cape May is the historic home of Flotilla 82, which recently celebrated 66 years of service. *Photo by Joe Giannattasio, Flotilla 82, Cape May, New Jersey.*



COMMODORE
**NICHOLAS
KERIGAN**
NATIONAL
COMMODORE



ON THE WEB

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

'GOOD FELLOWS ARE A DIME A DOZEN; AGGRESSIVE LEADERS ARE PRICELESS.'

— VINCE LOMBARDI

For years now you have waited patiently for the chance to be in charge of your flotilla or other Auxiliary unit and show what you can do. It has finally happened. You are excited and your head is full of ideas. You can't wait to implement, create change and leave your mark. Before you charge up the hill, possibly leaving everybody else behind, there's something you really need to handle first.

Becoming a new Coast Guard Auxiliary officer is like building a house: You need to get the foundation right for both. When you start a new job you are in what Jon Miller of America OnLine calls a "temporary state of incompetence," faced with having to do the most when you know the least. You may feel alone, but you are not. Many before you have experienced the pain of going from expert professional to novice leader. In the Auxiliary, the quick-drying cement is how well you do in your first hundred days. That time establishes the foundation for long-term momentum and great performance. So what do you need to do? POSCORB: Plan, Organize, Schedule, Coordinate, Review, and Budget. But, how do you get ready to do all of that?

Tom Neff and Jim Citrin, two leading experts on leadership, suggest that new leaders:

1. Prepare mentally, physically, and emotionally from the time you accept a new position until the time you actually start. You do not know what you do not know. Work with key staff people in your unit, in your district and in national leadership to learn what is expected. Listen to staff. They are your subject matter experts. As long as it is reasonable, it is probably doable.

2. Encourage realistic expectations of what you will accomplish. Manage others' expectations of you—superiors, colleagues, and subordinates. Setting the bar sets the tone. Keep learning by asking lots of questions. Communicate your philosophy. Be prepared to answer members' questions about who you are, what your background is, what you hope to accomplish and how you will work with others.

3. Pick and brief your team. Shape and build the team that will work with you.

Square pegs in round holes never fit. Are the people on board those you will want to keep? It is important to make key personnel decisions carefully.

4. Determine your strategic focus. The good get better, the best excel. A complete plan need not be in place on the first day, or even the 100th, but get started on one right away. If you delay, you may never have a plan. When you do have one, it should be crafted by you and your team, not by you alone.

5. Improve the organization's culture. Reward people. An organization elicits the behavior it rewards. Identify the unwritten and unspoken conventions that are the nervous system of any group.

6. Develop your relationships with your staff and board. Leaders succeed by making judgments. Listen and learn how your staff, board and/or next-level leaders operate. Sit down with people to determine the most critical issues facing the organization.

7. Communicate to people inside your organization, as well as to others, what you are doing. This is not a one-way process, but a continuous give and take in which ideas are explored, assimilated and adapted.

8. Avoid making common mistakes—disrespecting your predecessor (who can be a valuable resource with knowledge and experience), succumbing to the "savior syndrome," setting unrealistic or unsustainable expectations and goals, being a know-it-all, picking the wrong battles and not letting go of your past. Leaders must also lead themselves.

We need a sensitivity to people that goes beyond being polite. It means we pay attention to them, beyond just keeping them from getting mad at us. It means helping them just because they are people, even when they find accepting help difficult. It means telling them bad news with sensitivity, not being brutally frank and blunt. In short, it means being sensitive to their needs, feelings, and difficulties.

The key to effective leadership is communication. When you believe that you have communicated enough, communicate again. Good luck and . . .

Semper Paratus 🌹

FOR THE RECORD

The Navigator is happy to clear up two points of confusion from the Fall issue:

At the Auxiliary's 2009 National Convention in Chicago the BoatUS award for Flotilla of the Year was presented by Ms. Ruth Wood for BoatUS to Flotilla 63, Onset, Massachusetts, on Cape Cod. Warren L. Washburn, Jr., who was Flotilla Commander in 2009, accepted the honor.



Betty Theriault, (shown above telling visitors about the history of Ned's Point Lighthouse) and her husband Bert have been active Auxiliarists for 35 years. They are currently the Lighthouse Keepers for this historic 1838 landmark in Mattapoisett, Massachusetts, which Flotilla 63 adopted and renovated in the 1990s. "We have members active in surface and air operations, vessel checks, training missions, public education, and of course fellowship," said Flotilla Commander Jane Ulewicz. Flotilla 63 was established on September 16, 1939. Flotillas 63 and 67 merged a year ago to become the Onset-Marion Flotilla.

Veterans History Project is sponsored by the American Folklife Center of the Library of Congress. Doreen M. Kordek, 7th District Historian and national staff officer for the Veterans History Project, serves as Auxiliary liaison to the Library of Congress. The program needs two volunteers from each district to help the branch chief in reaching out to veterans. Training is available. For more information on the Auxiliary's role in the Veterans History Project or to obtain an interview kit, please contact Doreen at ccutter72@gmail.com, or call her directly at 813/431-4157.



Look Your Best

Coast Guard Auxiliary members wear a uniform similar to that of Coast Guard officers. To help you wear the uniform properly and proudly, check out the U.S. Coast Guard Uniform Regulations, COMDTINST M1020.6F available on line at www.uscg.mil and Chapter 10 of the Auxiliary Manual.

Look at your uniforms. Break out that box with your uniform accessories. It's probably been a long time since you have really looked at what you have. Take a look at your cover (combination cap or garrison cap), devices, name tag, ribbons, badges, and shoes.

Is your combination cap shaped properly? Does it sit properly on your head? Is the brim curved evenly and is it clean? What about the cover? Is it bright white? If not, wash it or get a new one. Are the chin strap buttons oriented right side up? If not, align them

properly. Is your garrison cap clean? Is it the correct size for your head? Are insignia bright and shiny? Are they pinned properly? Check the regs.

If your name tag has seen better days, order a new one. Have you ever seen a name tag that is dull with dirt build up? Clean it. Remember that the name tag is centered ¼ inch above the right pocket. Use a ruler. And, no collar devices on Tropical Blue.

Is your ribbon bar up to date? How do the ribbons look together? Are they worn or faded? Are devices and attachments missing or tilted? Are ribbons displayed in correct precedence? If they are tired and need to be replaced, consider having a set professionally made. Ribbons are centered ¼ inch above the left pocket. Again, check the regs.

How are your belt and buckle? Are your shoulder boards in good shape? Is the silver scratched and dented? Shine your shoes. Even Corfams need cleaning. Use edge dressing on the edges of soles.

Make sure you do not have loose threads. Are buttons and/or patches sewn on properly? Shirts should be cleaned and pressed. Has the shirt faded? With the belt sitting at its correct position, on your hip bone (not above or below), the trouser front should drape to the second eyelet of the shoe with no breaks in the crease.

No "high waters!" Women should ensure that the hemline on skirts is no higher than the crease in the back of the knee or lower than three inches below the crease in the back of the knee. And, ladies, get a regulation handbag or don't carry one.

Make sure that your shirt, belt buckle and fly line up for a proper "gig line." If you are wearing Service Dress Blue, is the jacket clean and does it fit properly? If not, get it cleaned and/or altered.

Check your Operational Dress Uniforms (ODU). Note that ODU blouses are notorious for fading. Remember that you cannot wear "un-tucked blouses" with the trousers intended for tucked blouses. And, you can never wear a tucked blouse un-tucked! Make sure that your USCG Auxiliary (left pocket) and your name patch (right pocket) run from the edge of the appropriate pocket and are centered on the pocket. Likewise make sure your qualification badge is sewn properly edge to edge of the left pocket above the USCG Auxiliary. Check out your cap. Is it frayed or dirty? Wash it and/or get a new one. And, put a shine on those ODU boots!

The uniform represents the Coast Guard, the Auxiliary, your unit, and YOU. Just as when wearing civilian clothes, we should put our best foot forward. Be the best you can be.

Mascots of the Sea

Animals have served as mascots on board Coast Guard vessels since the early days of the Revenue Cutter Service. The practice of keeping pets may have started when cats were brought on board to combat the rat population. But for years, pets have helped keep the crew's morale high during their many lonely days at sea.

During the first half of this century, nearly every ship had at least one mascot and some had menageries that were the envy of a small zoo. Captain Mike Healy, commanding officer of the Revenue Cutter Bear, kept his parrot on board for company. Dogs have been the most common of mascots, though, and one of the most famous was Sinbad.

Sinbad served on board the USCGC Campbell during World War II. He came on board the ship in 1937 when the Campbell made a port call in Portugal. Sinbad remained on the ship throughout the war. A "salty sea dog" all the way, Sinbad stood watches, ate his meals and slept with the crew. Every time the Campbell would make a port call and liberty was granted, Sinbad would be the first off and, along with his shipmates, hit the bars. A typical liberty would see him march right into a bar, spot an empty bar stool,



jump on it and bark once. The bartenders would automatically pour a shot of whiskey with a beer chaser. Sinbad would lap them up, jump down and leave, heading for the next bar. His tab was always picked up, no questions asked. Sinbad was as much a part of the Campbell as his two-legged shipmates. His contributions to that ship were incalculable in terms of the morale boost he provided. To his shipmates he was their talisman, the good luck charm that brought them through battles with submarines, storms, and the terrible North Atlantic ice.

Distinguished Volunteers

On October 8, 2009, Carol and John Johnson received the Coast Guard Alumni Association's Distinguished Volunteers Award. The couple are Academy Admissions Partners and as such work closely with the Director of Admissions, alumni, parents, active duty, Reservists and Auxiliarists to recruit young men and women of character to the Coast Guard Academy. They are also involved in the Academy Introduction Mission (AIM) Summer Program Support that brings high school juniors to the Academy for a week of orientation. Most recently the Johnsons were appointed to the Academy Admissions Partners Management and Advisory Board. Since 1964 the couple have served a total of over 37,500 hours in the program. The Johnsons are the first Auxiliarists the Alumni Association has recognized.



John Johnson directs volunteers, students and guests at a summer AIM program.



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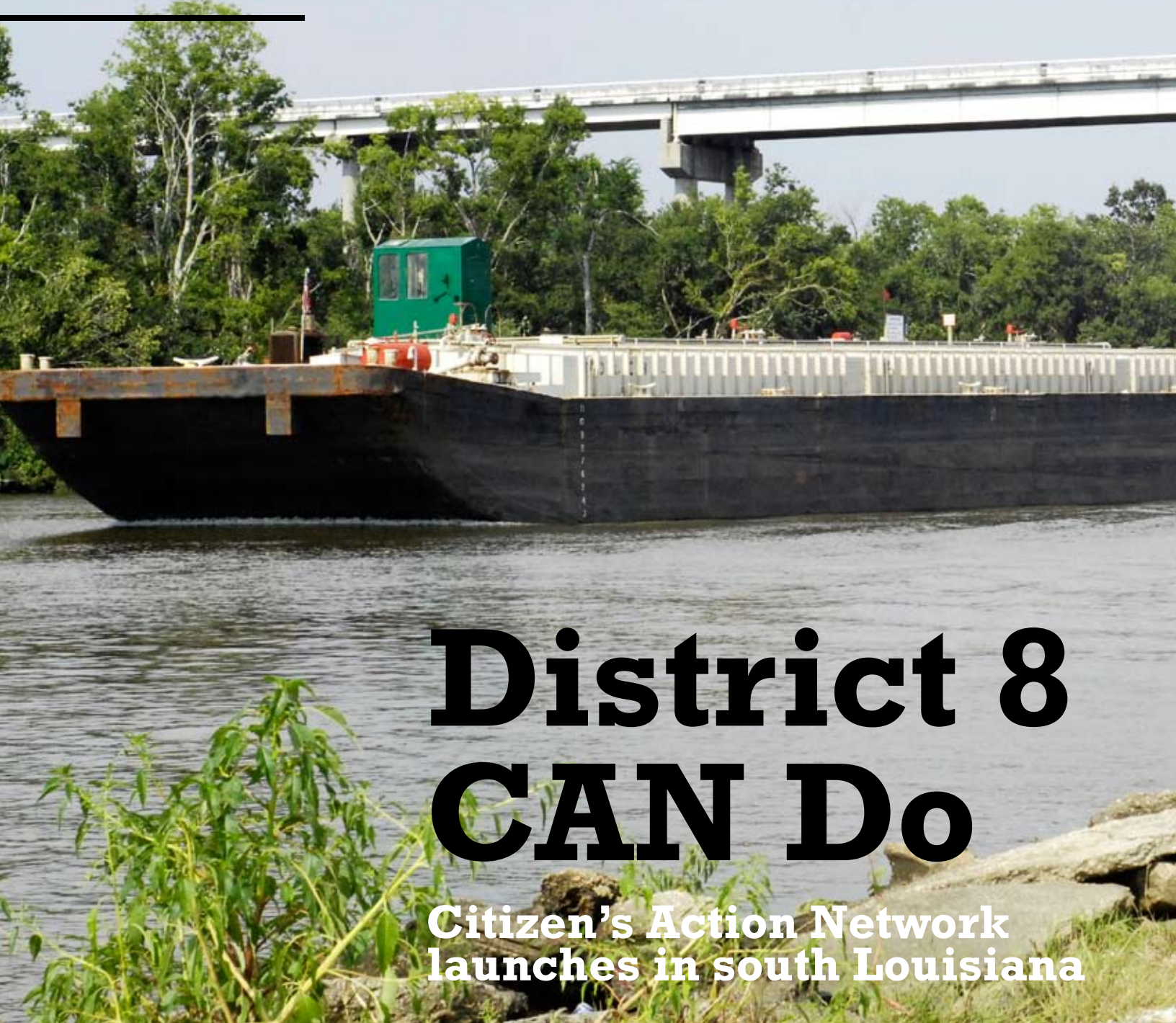
NEW YORK CITY MARATHON

On November 1, more than 40,000 runners from around the globe ran the 26.2-mile New York City Marathon while an estimated two million spectators lined the streets, bridges and roadways of New York to watch.

The marathon starts on the Staten Island side of the Verrazano-Narrows Bridge and Coast Guard Sector New York is located right beside the staging location. Coast Guard Auxiliary volunteers work with the active duty and reserve on perimeter security to keep runners and others from finding their way onto Sector grounds. It calls for an early rise for the Auxiliary members, since runners begin arriving at 4:00 a.m. Thirty-one Auxiliary members volunteered for the 2009 event. 🌀

Aerial photo by Eric Smith, Flotilla 10-2, Secaucus, New Jersey.

New York City Marathon contestants begin the 26.2-mile race on the Staten Island side of the Verrazano-Narrows Bridge.

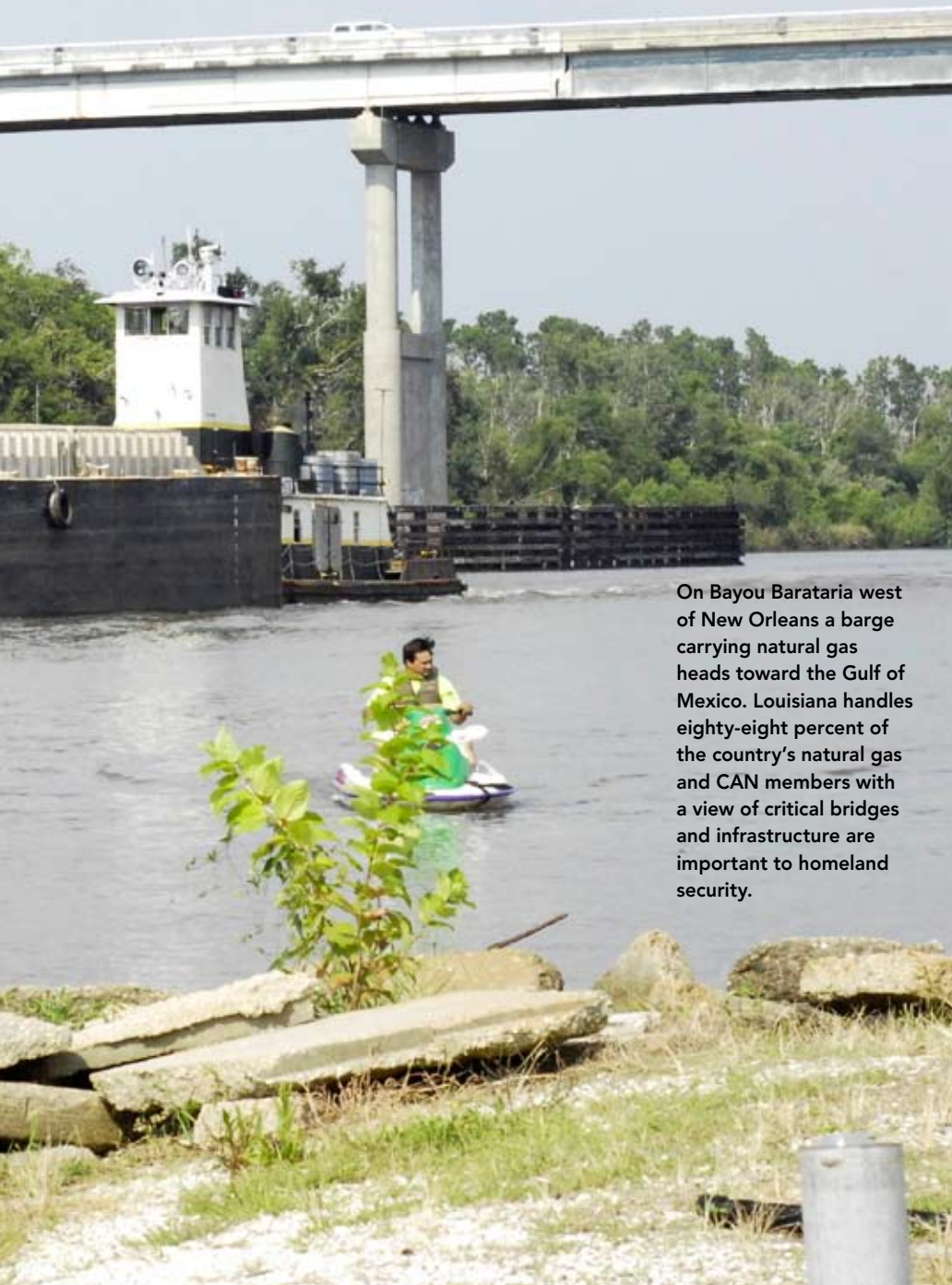


District 8 CAN Do

**Citizen's Action Network
launches in south Louisiana**



Following the lead of District 13, the Eighth District-Coastal Region recently launched Citizen's Action Network (CAN) in Division 4. CAN's low-tech approach significantly expands Coast Guard Marine Domain Awareness efforts. Much like a neighborhood watch, volunteer citizens, non-profit organizations and businesses provide real-time information to the Coast Guard by simply going to their deck or window and describing what they see to the Coast Guard watchstander over the phone. No additional equipment is required, there is no cost to join the network and a volunteer is never asked to provide information on unfamiliar waterways. Members might be asked to report on such investigations as flare sightings, a boat in distress, an abandoned vessel, an oil spill, "MAYDAY" or reckless operation.



On Bayou Barataria west of New Orleans a barge carrying natural gas heads toward the Gulf of Mexico. Louisiana handles eighty-eight percent of the country's natural gas and CAN members with a view of critical bridges and infrastructure are important to homeland security.

CAN's benefits to homeland security are also important. The threat of an attack on American infrastructure by a small group of terrorists using an ordinary recreational vessel is a legitimate and ongoing concern. While much of Division 4 is sparsely populated marshland and swamp, eighty-eight percent of offshore oil rigs are within the state's ownership of the Gulf of Mexico's Outer Continental Shelf. Louisiana is the number one producer of crude oil and the number two producer of the country's

natural gas. Servicing such a huge energy industry means thousands of businesses, large and small, are located on the edge of the marsh in such cities as New Orleans, Baton Rouge, Port Fouchon, Lafayette, Morgan City, and New Iberia. Spanning the Mississippi River, the Interstate 10 bridge facilitates commerce between California and Florida. A disruption to either energy production or interstate transportation could be devastating.

While the Coast Guard has technolo-



CAN members use observation skills learned in training to report to the Coast Guard. There is no special equipment needed and no member is asked to investigate beyond his own property.

gy to monitor large commercial vessels, there is no way to check the millions of personal watercraft, pontoon boats, runabouts, high performance boats and small yachts enjoyed by boaters. A small boat can become an effective weapon delivery system, whether laden with explosives and rammed head on into a target or as a platform from which to launch a shoulder-fired missile. Because the Port of New Orleans, the energy industry and commercial fishing are so vital, CAN is focusing its recruiting efforts on large organizations, those strategically located near major bridges and other infrastructure that might be a target for an attack, and those businesses that might unwittingly facilitate training or logistics for a potential perpetrator. "In District 8 we are looking to sign up members who are intimately familiar with their area and would be suspicious of outsiders attempting to buy or rent equipment or acquire unusual training," said Judy Darby, CAN Coordinator and member of Flotilla 42 in Mandeville. "Marinas, dive shops, dockside convenience stores and boat repair shops are just as important as bridge tenders and ferry boat operators in the kinds of information they might report or confirm."

Still developing its resources, a core committee that includes Auxiliaries Monty Moncrief, Flotilla 4-11, Ponchatoula; Jim Liverett, Flotilla 48,

External fuel tanks used for the space shuttle are built at the NASA/ Michoud Assembly Facility in East New Orleans. Facility manager, Jacobs Technology, Inc., is a member of CAN and an important partner with the Coast Guard in its mission of homeland security.





Slidell, Bill Pritchard, Flotilla 43, New Orleans, and Kris Diel and Noel Brumfield, both of Flotilla 42 in Mandeville, created and published a tri-fold brochure with a tear-off application form, an online application, a special email address and a 15-minute slide presentation that any member can use to recruit volunteers to the network. A training manual that can be used online or in a classroom is nearing completion. Pritchard, Department Chief-Information Technology, has linked the CAN application to every flotilla website in Division 4.

The hard work is paying off. In November the Greater New Orleans Expressway Commission (GNOEC) became the first business partner of CAN. With 100 employees on watch 24 hours a day, seven days a week, the GNOEC manages the Lake Pontchartrain Causeway, a double span that stretches 24 miles entirely over open water from Jefferson Parish to St. Tammany Parish in the New Orleans metropolitan area. General Manager Carlton Dufrechou said of the initiative, "We are very happy to be able to have this new opportunity for cooperation with the Coast Guard. The Lake Pontchartrain Causeway is a major hurricane evacuation route that also carries 42,000 commuter vehicles a day between the north and south shores."

In December, a meeting with Jacobs Engineering, Inc., the civilian contractor that manages the NASA/Michoud Assembly Facility, led to another important CAN partner of the Coast Guard. The Michoud complex is located on an 800-acre tract in East New Orleans with direct access to the Intracoastal Waterway. A former sugarcane plantation, it is the site where the external fuel tanks for the space shuttle program are assembled and shipped by barge to Florida. Jacobs' Director of Business Development, Ray Vogel, explained that NASA is actively recruiting private enterprise to locate on several sites that are ready to develop. About 3,800 employees of a half-dozen or more individual government agencies and contractors are already operating on the site. The enhanced security is expected to be a benefit to recruiting new businesses.

The Lake Pontchartrain Basin Foundation, with thousands of members interested in environmental issues, became the first non-profit partner and will aid further recruiting of waterfront business and property owners. Anne Rheams, Executive Director, said, "The CAN program is a great opportunity for our members to alert the Coast Guard if they see any environmental problems in the watershed. We feel this is a natural partnership for us and the Coast Guard."

A host of Auxiliary and non-Auxiliary members from a wide area have also joined the network.

Division 4 of District 8-Coastal encompasses most of south Louisiana and thousands of miles of waterway inaccessible to Coast Guard and Auxiliary patrols. If the information provided by a CAN member cuts even two minutes or a few miles off a search pattern it can make the difference in saving a life. *[Kris Diel is Assistant District Staff Officer-Marine Safety]* 🌿



Auburn Eagles Detachment member Landon Elliott gets a flying lesson from instructor LT Ian Neville-Neil in the HH-65 Dolphin simulator.

ON TOUR WITH AUBURN UNIVERSITY'S EAGLE DETACHMENT **EAGLES LAND!**

Four Auburn University students recently returned from an exciting and informative tour of the Coast Guard command center at Sector Mobile, Station Dauphin Island, and the Aviation Training Center. Michael Abernathy, Landon Elliott and Al Saravalli, from the university's Eagles Auxiliary Detachment, joined Flotilla 89 member Owen Mims, a candidate for the Coast Guard Academy. The new Auxiliarists had just received their member numbers and their uniforms were on order when the date for the trip arrived.

The morning began with a program presented by Lieutenants Junior Grade Colleen Shane and Jesse Harms, who informed the students of Sector Mobile's various capabilities, missions and area of responsibility. The students were surprised to learn that there are over 700 Auxiliarists serving the Coast Guard in this area. Following the briefing from the lieutenants, Sector Commander Steven Poulin welcomed the group to the base.

The students then went to the command and communications center where they learned how traffic in and



out of the Port of Mobile is tracked and how Rescue 21 is designed to pinpoint the location of vessels in distress. From there the students were welcomed by the Officer of the Deck BM2 Russell Nichols aboard the USCGC Barbara Mabry for a tour of this 175-foot buoy tender. Next the group drove south to Dauphin Island to the small boat station where they cruised Mobile Bay aboard the station's 41-foot Utility Boat. BMSC Christensen, the station's commander,

“Having an opportunity to go to Sector Mobile was really awesome. I’m considering joining the Coast Guard Reserve after college and this trip let me see what the daily operations for the active duty Coast Guard are like.”

– MICHAEL ABERNATHY

BM2 Russell Nichols discusses operations aboard the USCGC Barbara Mabrity with Auburn Eagles Detachment members: Landon Elliott, Al Saravalli, Owen Mims and Michael Abernathy. Detachment members do wear uniforms. These students had received their member numbers the week before the trip to Mobile and their uniforms did not arrive in time to wear them to Mobile.

stration of Coast Guard pilots’ skills.

“Having an opportunity to go to Sector Mobile was really awesome,” said Michael Abernathy. “I’m considering joining the Coast Guard Reserve after college and this trip let me see what the daily operations for the active duty Coast Guard are like. My favorite part of the trip was aboard the Coast Guard patrol boat. We rode out in the bay for quite some time and it gave me a good sense of how a boat crew handles a safety patrol. I really enjoyed the Aviation Center because we got to tour almost every aircraft and fly the simulator. That’s not something just anybody gets to do. It was really exciting.”

Landon Elliot agreed: “Put a flight simulator at every recruiting station in America and there will never be a shortage of guys wanting to fly in the military.” The Auxiliary Detachment Auburn University is called the Eagle Detachment in honor of Auburn’s mascot the War Eagle and the USCGC Eagle. The unit is a detachment of Flotilla 89 in Montgomery and is in its second year of operation. It is based in Auburn’s ROTC complex, along with units of the Navy, Army, and Air Force. There are six students in the program currently working on boat crew qualifications and about half are considering service in the Coast Guard Reserve after college. 🌟

[Editor’s Note: Navigator contributor Jake Shaw is the Eagle Auxiliary Detachment Leader]



welcomed them. While on the cruise the students talked with the crew about the station’s various missions. Upon returning to the dock, they toured the station’s 23-foot Defender Class boat.

From there it was on to the Aviation Training Center at Mobile Regional Airport. The Auburn students were met at the center by Lieutenant Ian Neville-Neil, a flight instructor for the HH-65 Dolphin, who led the group through the hangars where they boarded the

Dolphin and Jayhawk helicopters, the Falcon jet and the center’s newest aircraft, the HC-144A Ocean Sentry, a fixed-wing aircraft used for maritime patrols and cargo and personnel transport. The highlight of the aviation tour came when LT Neville-Neil gave each of the students a flying lesson in the pilot seat of the HH-65 Dolphin simulator. The “trip” was from Mobile’s Brookley industrial complex to an oil rig in the Gulf of Mexico. It was a thrilling demon-

THE G-20 SUMMIT

In Pittsburgh, Auxiliarists find a non-traditional role

When the President of the United States and the Council President of the European Union met finance ministers and central bank governors from industrialized nations for the G-20 Summit in Pittsburgh in September, Auxiliarists played an important role. The city's location at the confluence of the Ohio, Monongahela and Allegheny Rivers mandated a significant Coast Guard presence for this National Special Security Event (NSSE). Under the lead of the Secret Service, and with only four months' notice, Team Coast Guard worked with representatives of

over 40 federal, state, and local agencies to organize and execute an extraordinarily complex plan. Marine Safety Unit (MSU) Executive Officer, Lieutenant Commander Scott Higman, explained that the normal complement of 24 personnel assigned to Pittsburgh's MSU swelled to 291 drawn from Coast Guard ranks all over the nation for the event. Auxiliarists served as a key source of local knowledge for gold side personnel sent to Pittsburgh for the summit. Coincidentally, MSU Pittsburgh was due for a five-year evaluation of its Area Maritime Security Plan. Rather than running a separate exercise to

garner the necessary documentation, Auxiliarists were also called upon to serve as evaluators during the summit. Their assignment was to observe and gather the data necessary to complete the evaluation.

"Divisions 7 and 9 have been working for years with the MSU Pittsburgh and have built a meaningful relationship with the command," said Higman. "The challenge when it came to G-20 was that most of the positions involved law enforcement in which Auxiliarists couldn't play a role. So we came up with positions tailored to the Incident Command System (ICS) and solicited volunteers based on those who had the necessary qualifications."

Bill McGonigal, District Captain-East, Mid-Ohio Flotilla 18-6, served as coordinator for the Auxiliary's involvement. Two Auxiliary members served as observers augmenting the mission of the armed Coast Guard security forces

The David L. Lawrence Convention Center in Pittsburgh was the location for the G-20 Summit.

Photo courtesy of www.VisitPittsburgh.com, used with permission.



U.S. Coast Guard photo by PA3 Casey Ranel.

The Maritime Command Center used by the Coast Guard and Auxiliary during the G-20 Summit in Pittsburgh.



U.S. Coast Guard photo by PA3 Casey Ranel.

A Coast Guard patrol on the Ohio River heads towards Pittsburgh during the G-20 Summit.

who patrolled the area around Peggy's Marina where the Coast Guard mobile command center was established. Don Colwell, from Flotilla 72, Pittsburgh, monitored closed-circuit TV screens showing the fuel docks and staging area. Greg Knippel, also of Flotilla 72, was stationed at the back entrance of the marina where he engaged with about 150 civilians who were confused by the blocked access to a popular jogging path.

Mike Krivjanik and Norman Arbes, also of Flotilla 72, Mark Draskovich, Flotilla 73, Butler, Pennsylvania, and Don Metz and Jeffrey Sencindiver, Flotilla 97, served as evaluators for the unit's Area Maritime Security Plan. Their job was to observe and speak with Coast Guard personnel as they completed their assignments, asking questions and recording the responses to assess the adequacy of the mission.

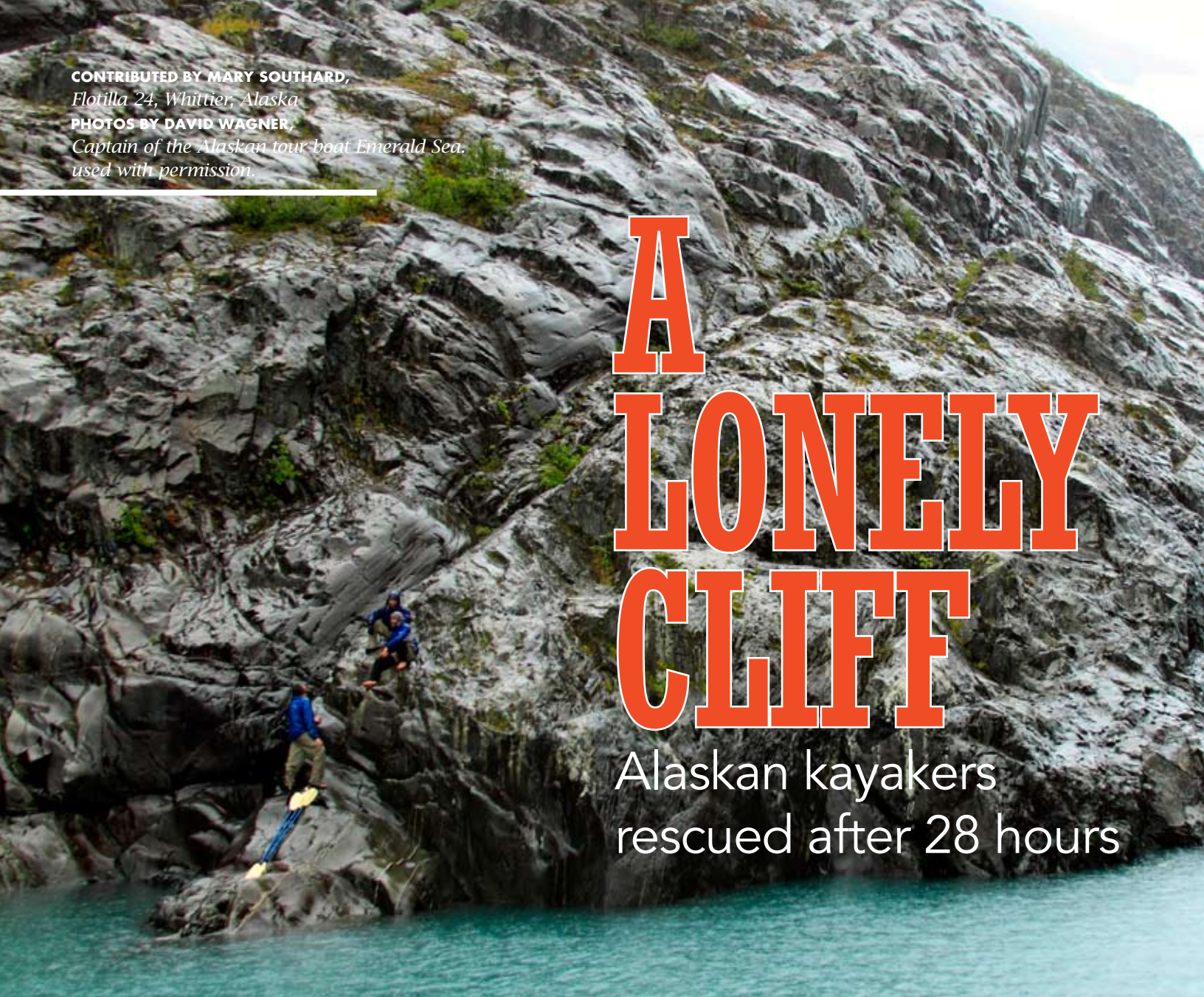
John Ellis of Flotilla 4-10, Louisville, Kentucky, wore two hats—one as a tem-

porary civilian employee of the Coast Guard, the other as an Auxiliarist with ICS qualifications. His employment drew him deeply into planning and placed him in the Maritime Incident Command Post as the ICS Coach. In that role he acted as a mentor to local personnel assigned to ICS positions for the first time or those who had little ICS experience. Ellis described the biggest challenge as working with dozens of disparate units in one location with hundreds of pieces of equipment and getting everyone on the same page, regardless of their varying levels of experience with ICS. "Simply recharging the huge number of batteries used in radio communications as well as ensuring all radios were encrypted was a challenge," said Ellis. "The short lead time also posed challenges of its own," he added. Ellis was also responsible for demobilization after the summit. Of those efforts, LCDR Higman noted, "When it was all over, no one could tell

we had been there."

LCDR Higman also provided some background on the NSSE designation. Established in 2000, an NSSE is designated by the Secretary of the Department of Homeland Security and is on a par with such events as a presidential inauguration. The Pittsburgh G-20 Summit was only the 30th event ever designated as an NSSE. These events are top priorities and all federal resources needed are brought into play, under the lead of the Secret Service. Dozens of state and local agencies are also typically involved. Coordination is key and ICS training provided the foundation for this multi-agency mission. LCDR Higman cited the Auxiliarists' ICS training, awareness, and proficiency as the essential qualities that made them eligible for and an invaluable resource at this historic event.

John Ellis put it another way: "ICS is the glue that holds it together." 🌀



CONTRIBUTED BY MARY SOUTHARD,
Flotilla 24, Whittier, Alaska
PHOTOS BY DAVID WAGNER,
Captain of the Alaskan tour boat *Emerald Sea*,
used with permission.

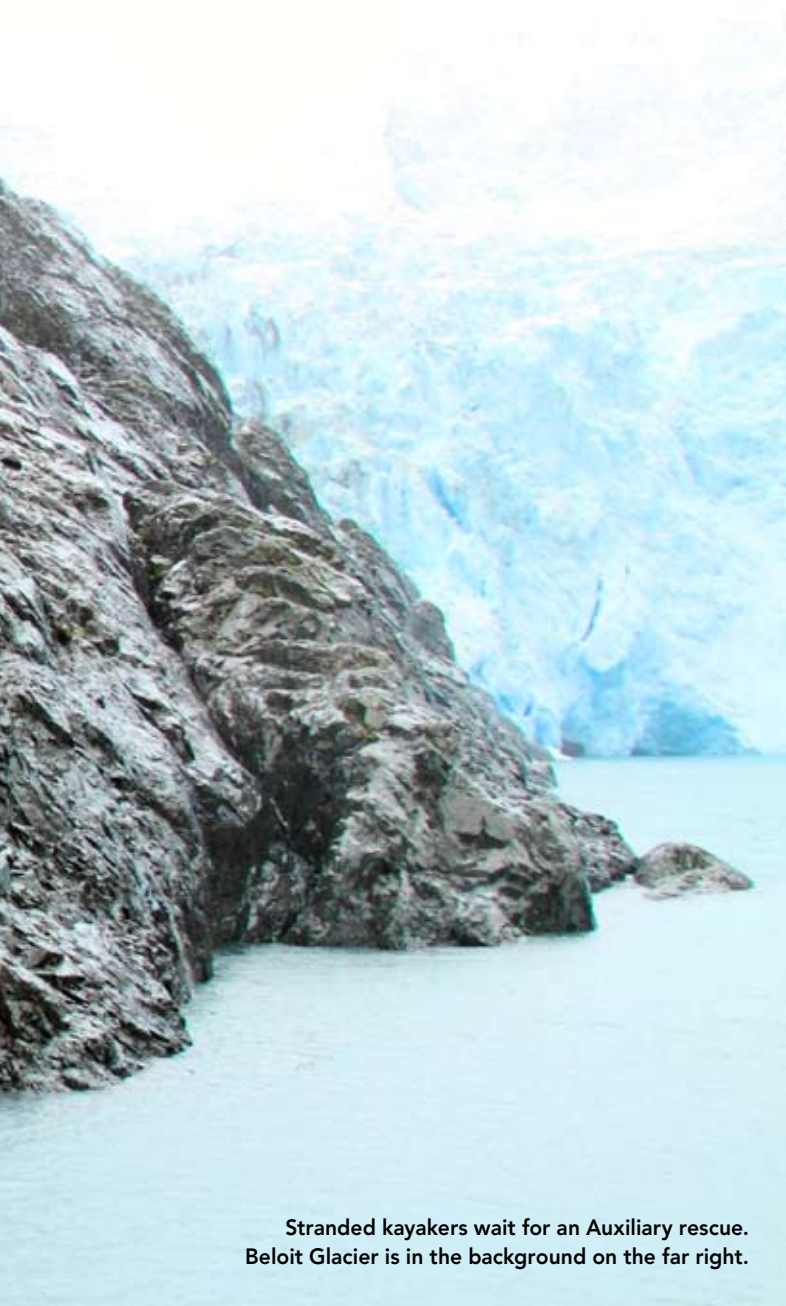
A LONELY CLIFF

Alaskan kayakers
rescued after 28 hours

Steely-gray clouds blanketed Passage Canal in Whittier, Alaska, on an August afternoon. Bill Reiter, Whittier flotilla communications officer was crew and Tom Kane, flotilla commander, was coxswain on a safety patrol in Western Prince Sound aboard a 27-foot SAFEboat (Secure All around Flotation Equipped boat). It had been an uneventful patrol and they were about to go into the harbor for the day when the radio came alive and they heard a conversation between Coast Guard Sector Anchorage and David Wagner, captain of the tour boat *Emerald Sea*. Capt. Wagner reported that three men were stranded high on the cliffs near Beloit Glacier and he was unable to get close enough for a rescue. The glacier was twenty miles from the SAFEboat's location. Low, thick fog with showers ruled out a helicopter rescue, so the crew turned the SAFEboat and headed out on the mission. Kane called sector and told them that the SAFEboat could be there in forty minutes, that the crew had local knowledge of the area and was sure they could get the SAFEboat right up to the cliff.

The quickest route to the scene took them through a narrow, shallow passage over a moraine deposit left by the glacier when it temporarily stopped receding sometime in the past. After that, visibility decreased and they encountered “berg bits” in the water, chunks of ice that range in size from ice cubes to ice bergs that break off from the glacier during “calving,” the process in which the glacier sheds ice off its face. Depending on the amount of calving and the direction of the wind, the water near the glacier can be very navigable or it can be choked with bergy bits. The smaller chunks are hardest to see and as the crew sped to the glacier it made a zigzag course to avoid the obstructions.

The face of Beloit Glacier rises out of the water about three hundred feet and then climbs up into the mountain probably eight hundred feet. Glaciers can calve off chunks the size of a Volkswagen Beetle or the size of a house, and sometimes slabs the size of a city block of apartments can come down all at once. The larger the calving ice, the more dramatic. When viewed from a safe distance the experience can be spiritual for



Stranded kayakers wait for an Auxiliary rescue. Beloit Glacier is in the background on the far right.

some people; too close, and it can be fatal.

The captain called with his location and, as the SAFEboat approached, the tour boat emerged from the fog with tourists lining the rail, their cameras flashing to record the rescue. Reiter skillfully took the boat over to the rocks as Kane went forward to help the men safely aboard. When the last man was aboard a loud cheer was heard from the passengers of the *Emerald Sea*. Later the crew lowered down hot soup and coffee to the men, who were mildly hypothermic. During the trip back to Whittier the three told the crew how they came to be stranded on the cliff. Their tale is all too familiar in the enormous wilderness of Alaska and offers a lesson in survival to all.

TOO CLOSE IS A MATTER OF TIMING

After camping on a remote beach overnight, kayakers Richie Brick, Olegario Cabillo and Shane Masters approached Beloit Glacier, which is flanked by tall granite cliffs. Sitting in the rented three-person kayak right in front of Beloit, they were mesmerized by the beauty of their surroundings, the blue ice



Auxiliarists Bill Reiter, coxswain, and Tom Kane, on the bow, shove off with the rescued kayakers.

towering 300 feet straight up. How could they know that a killer wave carrying tons of crushing ice would be generated in the next few minutes in a calving event? They had climbed onto a rock wall to eat some lunch when they heard what sounded like thunder. Turning toward the noise they saw a great splash of water as the ice plunged into the bay and then a huge, dark, swelling wall of water racing toward them. "We scampered up the rocks managing to get high enough to avoid being swept off the cliff, but the wave ripped the tethered kayak from my hand nearly yanking me off the cliff with it," said Brick. When the wave subsided, they were left with only the clothes on their backs and three paddles. Brick was barefoot.

Cabrillo traversed the cliff laterally in pursuit of the kayak. Once he slipped and plunged into the icy water, but managed to climb back out. Continuing, he eventually got into the trees and then to the coast, along which he searched unsuccessfully for the kayak. Gone for hours, he was forced to stop and find shelter in the trees when darkness approached. In the morning he found his friends huddled under an overhanging rock trying to keep dry. It rained all day; then the fog crept down the cold glacier, leaving them dispirited and wondering if they would be rescued. As dismal as this was, it was far better than the alternative. Had they been in the kayak they surely would have found themselves in the icy waters of the bay struggling for survival. Their chances of a timely rescue would have been non-existent. The air temperature near the glacier was close to 45 degrees and the water temperature was about 42 degrees.

From their shelter, they thought they heard a boat and Masters went to the edge to see. He said it seemed like a dream when he saw the tour boat. They stood and waved their paddles and Brick used the flash of his camera to attract attention. A passenger saw them on the cliff and notified the captain who notified the Coast Guard. They were still in danger though as they climbed down the slick cliff face in sandals and bare feet, their coordination and agility hampered by the coldness in their limbs.



Tom Kane helps the kayakers aboard.

BOATING SAFELY IN THE ALASKAN WILDERNESS

These kayakers happened to be near the glacier during a calving event when a huge piece of ice fell, causing a wave they described as a twenty-footer. Less than a quarter mile away, they were way too close to the face. Their three-person kayak would have been too cumbersome to challenge a wave of that height and probably would have capsized with the additional risk of being smashed by a piece of ice. Coincidentally, this very kayak, rented in Whittier, was involved in another calving event at a different glacier several years before. At that time it capsized and the three men who were thrown from it were rescued by a nearby tour boat.

Had the three paddlers had more experience they might not have been stranded. Two of them had no experience in kayaks at all, and the third had some experience in the Great Lakes, but only experience in kayaking the Alaskan wilderness would have prepared them for the dangers they experienced that day. With more experience they would have known that paddlers in three individual kayaks would have had a better chance of holding on to at least one of boats. They would have worn clothing appropriate for Alaska's cold water, and they would have known the dangers inherent to boaters near the face of a glacier, even though tour brochures show float planes, cruise boats and kayakers very close in. A distance of one-half to three-quarter miles away from the face of a glacier is plenty close.

Instead, they assured the outfitter who rented them the boat that they were not going to visit any glaciers; hence they had a minimal briefing on glaciers. They did wear lifejackets. They had cell phones in the kayak, but did not carry them onto the

cliff, not that they would have done any good as there is no cell phone coverage in most of Prince William Sound, including Beloit Glacier. It is essential to have a portable, waterproof, handheld VHF radio that can be kept on your body at all times with a list of radio frequencies monitored by boats and the Coast Guard. With these radios you can get weather forecasts and call the Coast Guard as well as other boaters monitoring channel 16. Some of the newer VHF radios give your GPS (Global Positioning Satellite) location, which would narrow the search and shorten exposure time. They should have had a pouch with emergency supplies such as waterproof matches, emergency cover (Tyvek® is waterproof and insulates), emergency rations, flares, a mirror, maps, and a small first aid kit with native plant nutrition tips that could have been taken ashore with them in a watertight bag. You just never know if you will somehow be separated from your transportation. Walking out of their predicament might have been possible if they had shoes and a map. As the crow flies they were no more than five miles from Whittier, but they would have had to traverse the glacier. By boat they were twenty miles away. Kayakers are assisted by the Coast Guard, the Coast Guard Auxiliary or good samaritans as well as the charter boat operators that work specifically with kayakers. Kayak accidents are a substantial part of the search and rescue workload each summer in Alaska.

A few weeks later, back home and comfortable, Brick said of the experience, "We gained a renewed appreciation for hot coffee and warm soup, and we thank the Coast Guard Auxiliary volunteers who saved our lives." 🌿



Peter M. Talamo, Flotilla 12-1, Bayside, New York, watches the USS *New York* make its way up the Hudson River.

Escorting the USS New York

Monday, November 2, 2009, the Navy's new assault vessel the USS *New York* sailed into New York Harbor escorted by Coast Guard, Coast Guard Auxiliary and other vessels of law enforcement and first responders. Auxiliary boats *Lady B* and *Long Splice*, crewed by numerous Auxiliary members, helped provide safe passage for the *New York*.

Built in Louisiana, the ship is forged with 7.5 tons of steel from the World Trade Center. The ship measures 684 feet in length and has a 105-foot beam. It is capable of speed in excess of 22 knots. It carries a landing force of 800 troops and can launch and land two CH53E Super Stallions, two MV-22 Osprey tilt rotor aircraft, four CH-46 Sea Knights, four AH-1 Sea Cobra or UH-1 Iroquois helicopters.

On September 11, 2001, numerous Auxiliary responded to the World Trade Center disaster. Training that Auxiliary members conducted on a regular basis for years prior to the attack proved valuable on that day. 🌀



Coasties from Station
Seattle board Auxiliary
vessel *Restless III*.
Coxswain John
Alexander, Flotilla 17,
Anacortes, Washington,
is in foreground.

Photo by Andy Rothman, Flotilla 17, Anacortes, Washington.

NO NUKES ALLOWED!

AUXILIARY FAILS IN GETTING NUKES TO SEATTLE

Nearly 100 Auxiliarists aboard 27 Auxiliary vessels mustered not long after dawn at three locations around Puget Sound. After dockside briefings they deployed to one of three nearby “choke points” entering the Sound. Their mission was to slip through three points – Admiralty Inlet at the east entrance to the Strait of Juan de Fuca, Samish Bay on the northeast side of Whidbey Island and Bellingham Bay, which is close to the Canadian border – with a number of devices that simulated portable nuclear weapons. Next they were to proceed toward the population centers of Seattle, Tacoma and Olympia and nearby Navy, Army and Air Force installations. In its mission the Auxiliary failed. Not a single “weapon” made it through.

The danger of terrorists smuggling into the U.S. components for a nuclear device that could be used in an attack is high on a list of many threats to national security. Two years ago, as one effort to address that threat, the Domestic Nuclear Detection Office (DNDO) of the Department of Homeland Security



Auxiliary vessel *Anna Leigh* heads out to the rendezvous point.

Photo by Andy Rothman

created a West Coast Maritime Pilot Program which resulted in the exercise in Puget Sound. The Pacific Northwest National Laboratory (PNNL), contractors for the project, coordinated the event. In all, some 300 law enforcement personnel and first responders took part. In an actual threat situation, all in-bound small boats would be stopped and screened. For this exercise, only the Auxiliary boats were stopped.

At intervals the Auxiliary boats were sent toward a picket line of small boats from Coast Guard Stations Bellingham, Port Angeles and Seattle, as well as boats or personnel from U.S. Customs and Border Protection, the FBI, Washington State Patrol, National Guard and a dozen local police or sheriff's departments, where they were stopped for an initial screening to gather information about the vessel. A second boat conducted a more thorough screening with hand-held or boat-mounted radiation detectors. A boarding team made a search and if anything suspicious was found, a third team was called in to conduct a more thorough examination. Several Auxiliary facilities at each location carried the devices and in each case they were successfully discovered

by the law enforcement teams.

Puget Sound was selected for the pilot demonstration because it is home to the third largest commercial and naval port in the United States. It has the nation's largest ferry system and sees significant small vessel traffic regularly entering U.S. waters across 125 miles of open maritime border. Increased boat traffic is anticipated during the Winter Olympics to be held in Vancouver, British Columbia, in February, 2010.

"Our objective is to safely identify and interdict radiological or nuclear weapons or materials as far away as possible from populated areas and critical facilities," said Coast Guard Captain Dave Crowley, "and, while this improves the region's security, it's essential that our efforts cause minimal impact to routine commercial and recreational boating activities."

"The exercise allowed us to operationally assess advanced technology systems and protocols," explained Bill Peterson, Maritime Project Manager at PNNL. "The portable boat-mounted radiation detection equipment performed as expected. This exercise showed we can add another layer of defense and security to Puget Sound with minimal impact to law-abiding small-vessel operators." ❧



Photo by Bill McIntosh, Flotilla 17, Anacortes, Washington.

Law enforcement personnel search for a device hidden aboard Auxiliary vessel *Bolero*.



Photo by Robert Parker, Flotilla 65

Left to Right: Rodney Thomas, Leo Lake, Robert M. Joseph, Coxswain Paul Sadeck. For their action on August 26, 2009, the four were awarded the Auxiliary Award of Operational Merit on January 9, 2010.

Lucky Day on Buzzards Bay

THREE PLUCKED OUT OF THE CHOP

Coast Guard Auxiliary safety patrols are not often exciting. But for four Auxiliarists from New Bedford Flotilla 65 Wednesday, August 26, 2009, was another story altogether. With coxswain Paul Sadeck, crew members Leo Lake and Robert M. Joseph and trainee Rodney Thomas on board, the *Amy Julie* departed Flotilla 65's docks at 0800. The morning's weather began as most late summer days do – warm with winds out of the southwest at 10 to 15 knots. Conditions on Buzzards Bay were running a typical two feet.

Departing the New Bedford

Hurricane Barrier the boat headed southeast to the area near Black Rock then headed to The Sandspit, Salter's Point, Ricketson's Point, and Clark's Cove in New Bedford.

They continued across Clark's Cove and around the Ricketson's Point breakwater into Padanaram Harbor. The wind was up to about 25 knots with four-foot rollers abeam.

As the patrol continued southeast, crewmembers Leo Lake and Bob Joseph observed a small boat and people waving. Soon they were alongside a white, 17-foot center console submerged

to the gunnels. The two men aboard were waist deep in water with improperly secured lifejackets around their necks. The skipper's lifejacket was on backwards. One boater spoke Spanish; the skipper spoke broken English, but trainee Rodney Thomas spoke to them in Spanish.

The skipper gestured to the south, indicating another person was in the water. The crew immediately called CG Station Menemsha and advised the station of the situation and position. They requested assistance and asked Station Menemsha to contact the New Bedford

police boat and the Fairhaven Harbor Master. The patrol could not immediately locate the missing boater and were directed to remove the others from the partially submerged boat. Station advised that a boat was enroute but due to sea conditions it would take about 45 minutes.

At first the men were too afraid to leave their boat, but after talking them through the process of properly securing their lifejackets, the vessel's owner caught a thrown life ring, jumped into the water and was pulled to the patrol vessel. As the Auxiliarists made a third approach, the second man jumped into the water where a life ring landed next to him and he was pulled aboard. Neither man was injured.

The captain reported that a third man had jumped or fallen off the boat "near a red buoy" when they had been swamped nearly an hour before. The closest red buoy, Bent's Ledge, was nearly 1.25 nautical miles southwest – directly into the oncoming waves. The *Amy Julie* headed for the buoy with the four Auxiliarists and the rescued crewmen hoping to see the orange lifejacket the rescued men said their friend was wearing. The first orange object spotted turned out to be an orange lobster buoy. After continuing their southwest route for several more minutes, Bob Joseph and Leo Lake spotted orange dead ahead.

It was the third man, near exhaustion, his left arm wrapped around a child's orange lifejacket and a white fish cooler cushion tucked under his right arm. Another accurate toss of the life ring landed right around an upraised arm. The Auxiliary crew encouraged him to hold on as they pulled him to safety. Lethargic and shivering, the man was holding his chest in pain.

The patrol advised Station Menemsha that the third man was aboard and complaining of chest pain. The patrol returned to the ramp adjacent to Flotilla 65 where a Fairhaven ambulance transported him to a hospital in New Bedford. The two other men refused medical treatment, but were brought to the Coast Guard Auxiliary's Fairhaven headquarters where they contacted their families.

Paul Sadeck, coxswain, said of the incident, "I'm proud of the effort by my crew. We were able to successfully complete the entire search and rescue evolution in twenty-one minutes. Those boaters were fortunate we were in the right place at the right time with the right training." 🌀



Above: Menemsha Harbor on Martha's Vineyard is a popular stop for boaters and patrols cruising Buzzards Bay.

Below: Leaving New Bedford Harbor with Butler Flats Lighthouse against the city's Hurricane Barrier.

SECTOR MOBILE'S EMERGENCY SUPPORT FUNCTION

Successful Use of the Auxiliary In the Sector

USCG Sector Mobile has been exceptionally proactive in its efforts to use Auxiliary volunteers in roles that are historically non-traditional. Beginning in 2007 under the leadership of former Sector Commander Captain Edwin Stanton (now Commander Sector New Orleans) and continuing under Captain Steven Poulin, creative initiatives were explored to see where members of the Auxiliary could effectively relieve active duty personnel. Recognizing that hurricanes and damaging tropical storms are a threat to the Gulf Coast each year from June 1 until November 30, the idea emerged that Auxiliary members could become the Coast Guard representatives in the coastal county emergency operations centers (EOCs) in Sector Mobile's area of responsibility. The 2009 hurricane season was met with the successful implementation of this plan when each of the 11 coastal counties of Mississippi, Alabama, southwest Georgia, and the Florida Panhandle were prepared to be totally or partially staffed by Auxiliary members and USCG Reservists serving as Coast Guard Public Safety and Security Emergency Support Function-13 (ESF-13 under the National Incident Management System structure) representatives. In other words, they served as the administrative and communications liaison between the EOCs and other military units in the sector's area of responsibility.

Developing such capability doesn't happen overnight. A close working relationship of mutual trust between the sector and a core group of volunteers takes



NOAA imagery used with permission.

On November 9, 2009, Hurricane Ida was downgraded to a tropical storm as it moved through an area of cooler sea surface temperatures and increasing shear. Strong winds, however, covered a large area of the Gulf of Mexico and associated rains moved well ahead of the center.

time to mature. It depends on orienting Auxiliarists to the needs of the sector, and more particular in this initiative, to the duties of ESF-13 representatives.

When the Department of Homeland Security made it mandatory for Auxiliary members to complete a list of Incident Command System (ICS) courses, many members asked how and when incident management training would be useful. When a volunteer actually becomes a member of an emergency operations center team, not only does it quickly become evident why that training is useful, but without it the goings on in an emergency center would be incomprehensible. While ICS-210 is the minimum course required for Auxiliary members, most volunteers who step up for EOC staffing also take ICS-300 which is a multi-day course focused on:

- ICS staffing and organization, including reporting and working relationships and information flow;
- Transfer of command;
- Unified command functions in a

multi-jurisdictional or multi-agency incident;

- ICS forms;
- Resource management;
- Interagency mission planning and procurement.

In their capacity as ESF-13, Auxiliarists become the eyes and ears of the Coast Guard relative to the county in which they serve and will, as needed, provide information and coordination with other military units such as the Army and National Guard. Along the Gulf coast there are many such military installations and the ESF-13 function includes providing each of the responsible parties at those installations with information that might impact them.

EOC staffing by Auxiliarists was implemented in a rough fashion during Hurricane Gustav in 2008 and it did not go smoothly on that first effort. Some volunteers decided that taking care of their boats or other activities took precedence over their commitment to the

Coast Guard. Also, in the earliest efforts, the issue of funding for Auxiliarists for travel, lodging, per diem and other expenses was somewhat fuzzy.

To resolve the problems, volunteers attended a regional emergency manager's hurricane season planning meeting and afterwards Commander Poulin led a special orientation course for Auxiliarists where he expanded on the role and responsibilities of an ESF-13 member. It was explained that serving in an emergency operations center means rearranging ones' own priorities. Rather than focus on caring for one's family, each ESF-13 member has to have those arrangements in place well in advance; family members have to recognize that the EOC-assigned Auxiliarist will respond to the emergency center instead of the family, which will have to initiate its pre-arranged plan for evacuation, shelter, and other needs. In the orientation course, it was also explained that all were to be familiar with the sector hurricane plan and, when deployed, to pack a jump drive with all pertinent information on it. Auxiliarists serving as ESF-13 representatives were instructed to pack a journal, maps, charts, Incident Management Handbook, computer (if necessary), cell phone, water and "Meals Ready to Eat."

In early November 2009, ESF-13 representatives had their first real test during Tropical Storm Ida. Sector Mobile issued blanket orders for a reimbursement amount for each person activated and when the calls went out, there was absolutely no hesitation or reluctance on the part of any members to deploy if required.

Auxiliarists assigned to coastal county EOCs were 100% prepared to man the ESF-13 desks at all coastal counties that stood up their emergency centers as Ida approached. In the end, however, only five counties actually stood up their EOCs and only one, Santa Rosa County, Florida, requested ESF-13 coverage. Nevertheless, the plan is now in place and the Auxiliary members are committed. Once again, America's Volunteer Guardians demonstrate their value to the Coast Guard and the nation in times of emergency.

[Editor's Note: Richard A. "Doc" Clinchy is Chief of Staff Eighth Coastal Region and one of 21 Auxiliary members who serve as Coast Guard liaison when requested in either a pre- or post-storm status, or both, in the eleven coastal county and three state emergency operations centers in Sector Mobile.] 🍷



Essentials for an ESF-13's deployment

- Liaison Officer checklist
- Incident Command System forms
- US Coast Guard Incident Management Handbook
- Liaison Officer job aid
- Sector Mobile hurricane plan
- Area of emergency operations center responsibility charts and maps
- Assignment list – ICS Form 203
- Organization chart – ICS Form 207
- Contact list – ICS Form 205
- Emergency operations center contact list
- Emergency Support Function – NIMS Incident Command System Field Guide™
- Homeport website for help guides and manuals homeport.uscg.mil/mycg/portal/ep/home.do



Santa Rosa County emergency personnel inside the county EOC during Tropical Storm Ida.

Photos: top by Richard A. Clinchy; bottom courtesy of Department of Public Affairs, Santa Rosa County, Florida.



The crew of Cessna 172, 23 Charlie Golf, go through pre-flight check and mission details.

FATAL FLIGHT

AuxAir aids in the search for missing Navy pilots

On Wednesday, October 28, 2009, a Navy T-34C Turbomentor with two instructors aboard was flying about 7,000 feet over the open waters south of Port Lavaca, Texas, when a Corpus Christi International air traffic controller lost contact with it at approximately 3:10 p.m. For four days Coast Guard and Auxiliary Air (AuxAir) assets, joined by a Texas Department of Public Safety helicopter and a U.S. Customs and Border Protection aircraft, combed over 18,000 square miles of the Gulf of Mexico searching for the two pilots, Lieutenant Bret Travis Miller and Lieutenant Joe Houston, whose bodies were later recovered. AuxAir crews of District Eight-Coastal Region flew five missions totaling 19 hours during a four-day search over the Matagorda and San Jose Islands from Port Aransas to Port O'Connor.

Notified at 3:20 p.m., Coast Guard Sector Corpus Christi Operations dispatched air and sea assets from Coast Guard Station Port O'Connor and Port Aransas to the plane's last reported position. The weather was clear, but with winds from

the southeast at 20 to 30 miles per hour, the gulf was rough with waves from 10 to 15 feet. Conditions deteriorated further, forcing the smaller boats to return to port until only the 87' USCGC Steelhead was able to continue the search during the night.

At first light Command Center Operations called Dan King, Auxiliary Air Coordinator for Squadron Corpus Christi, who requested Flotilla 71 pilots Fred Sternberg and Jim Dering launch in support of the search. Sternberg and Dering launched from Ingleside Airport at 0800 after contacting Sector Corpus Christi Command Center.

Sternberg and Dering flew their Cessna 172, call sign AuxAir 23 Charlie Golf, for the next four hours, following a request for a parallel search by sector command. Cloud bottoms were 1500 feet and winds were 20 to 30 miles per hour with higher gusts. "Conditions were rough all around," said Dering. The HH 65-C helicopters were assigned to fly at 300 feet, Charlie Golf at 500 feet and the HH 25 Falcon jet at 800 feet. Charlie

Golf flew inland over the sand dunes and out to the surf line looking for debris or signs of a pilot. Several possible objects were sighted on their 17-mile tracks.

Auxiliary members Charles Atwood, Ernest Hagness, Rudy Jamie, and Sam Windsor set up a base station near the airport in Ingleside. For two days they monitored channel 83 Alpha when they were not flying. Communications between all facilities involved in the search were so poor at times that on several occasions the crew of 23 Charlie Golf was required to relay communication from sector to the Coast Guard aircraft.

AuxAir pilot Bill Strawn and observer Sam Windsor also started a search at 1300. Conditions were much the same as the previous day. The wind was still making the flight a bit bumpy and the weather didn't look like it would get better. During the flight they caught sight of the Steelhead searching through whitecaps on large waves. After two and a half hours, weather conditions had not improved and the flight crew decided to discontinue their assigned 4-hour flight.

Early Friday morning Dering, Sternberg, and observer Atwood returned to the search site. The weather was perfect and the crew was excited about the possibility of finding the pilots. For over four hours they searched along the surf line and dunes. Several items were spotted, but after flying over them several times they were determined not to be parts of the missing T-34. Some debris from the T-34 was reportedly found in the surf and on the beach of San Jose Island before the search was suspended for the day.

Saturday morning Dan King and observer Sam Windsor returned the search area. The weather was again very good and the chance of finding something was expected to be good. Early into the flight they sighted an orange object floating in the water, but after several passes they were not able to tell if it was part of the T-34. Sector dispatched a Falcon jet that made several passes of the area and advised 23 Charlie Golf to contact a nearby sailboat to check out the object.

Making contact with the sailboat was not easy and it took the crew several minutes to understand the over flights and wing



The barrier islands off the coast of south Texas near the accident scene

waving. When contact was finally made with the boat on VHF channel 16 they changed course and checked out the object in the water, which was a small piece of orange plastic material used in construction.

On Sunday, King and Atwood began another four-hour mission. The search pattern was from the jetties of Port Aransas east about 15 miles along the surf line and sand dunes. Dan saw something in the surf again, but during the turn lost its position. Several more passes proved that if you lose sight of an object it is very hard to find it again. A helicopter was given the GPS location and later reported the orange object was not part of the T-34. Charlie Golf finished its flight and returned to the Ingleside airport.

The Coast Guard officially suspended the search on Sunday evening. Ultimately, the bodies of the two pilots and the wreck were recovered. Commander Mark Morin, Response Chief, Coast Guard Sector Corpus Christi, said of the mission: "The effort put forth by AuxAir was just tremendous. Combined assets searched over 18,000 square miles, performed 46 sorties and flew over 144 combined hours using surface and air assets." 🌀



A Turbomenter T-34C readies for a training flight at Naval Air Station Corpus Christi.

Under the Bridge

Aids Verifiers support the Coast Guard's mission of marine safety through its Bridge Administration Program

In 1996 an effort was made to integrate the Auxiliary into the Coast Guard's Bridge Administration Program when National Commodore Peter W. Melera (NACO 1995-96) entered into a Memorandum of Understanding with the Coast Guard. The program was later merged into the Auxiliary Manual as Appendix A. Today, the Auxiliary has active Bridge Administration Programs in many districts throughout the country and hundreds of members support this vital marine safety mission as Aids Verifiers.

A particular bridge falls under the supervision of the Coast Guard when the Coast Guard issues it a permit defining its safety requirements. Although new bridges are constantly under construction, hundreds of the nation's bridges that were built in the 1800s are still in operation and require ongoing maintenance to meet the demands of modern transporta-

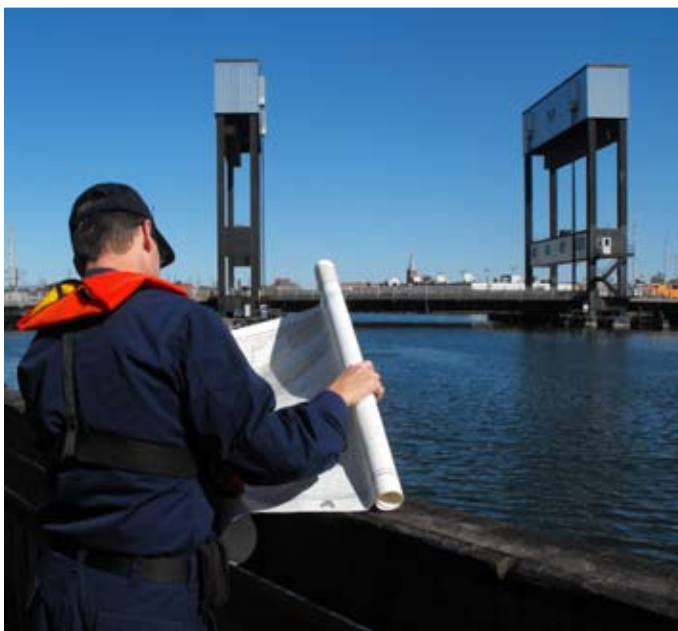


Photo by Steve Singh.

Ken Jacobs checks the chart for the proper clearance of the Stratford Avenue Lift Bridge over the Pequonnock River in Bridgeport, Connecticut.



The Pulaski Skyway Bridge is a double bascule over Newtown Creek in Brooklyn. The New York City skyline with the Empire State Building is a dramatic background.





Steve Singh, Flotilla 77, Fairfield, Connecticut, takes a digital photograph of the moveable span lights on the Congress Street Bridge in Bridgeport, Connecticut. Digital photographs help substantiate discrepancies which are sent to the Coast Guard.

tion safety. The Coast Guard is responsible for ensuring that the owners of the bridges under its supervision comply with permit requirements, meaning that regular visits are necessary to check for any discrepancies. The difficulty is time, distance and available resources. A Coast Guard station might be hundreds of miles from some of the bridges in its area of responsibility. Each year resources are stretched as considerable time and manpower are needed to visit each location, note the condition of attached navigational safety equipment, file the report, contact the bridge owner with a list of necessary repairs to be completed within a specified period of time, and follow up to make sure the repairs are properly completed or issue a fine for failure to comply. Auxiliarists who become part of the Coast Guard's Bridge Administration team play a valuable role in relieving the active duty of some of the visitation and reporting duty.

Bridges can be fixed or movable. Fixed bridges can be very large, spanning a channel as wide as the Mississippi River or as narrow as that of a small bayou. A large fixed bridge may have more than one navigation channel below it, while smaller spans can be so limited as to allow recreational boats



On the bow, left, Frank Palmer, Flotilla 3-10, Sacramento, California, provides Aids Verification instruction to flotilla member Frank Cavazos at the Three Mile Slough Bridge on the Sacramento River. Coxswain/owner is Steve Allen, Flotilla 3-10; crew Steve Harrison, Flotilla 35, facing aft.

to pass only at low tide. Many of these bridges have a variety of lights which help mark the navigation channel at night.

There are many types of moveable bridges. Lift bridges are becoming increasingly common, while bascule, swing and retractable bridges are widespread throughout the country. In addition to lights for nighttime navigation, the Coast Guard has established special rules for many of these moveable bridges and these can be found in Title 33 of the Code of Federal Regulations. Many moveable spans require signs or clearance gauges to be attached, providing information for passing ships and boats. All possible hazards are considered and necessary rules for safety are promulgated by the Coast Guard.

The edges of the navigation channels are frequently lined with fenders, or wales, to protect against a vessel or other obstructions striking its piers. These structures must be surveyed to insure they are serviceable. If a fender system is damaged, the heads of bolts

or other fragments of steel sometimes protrude. This hardware is quite dangerous as it can gouge into the side of a vessel or barge. Worse yet, these small pieces might cause a spark which can result in an explosion.

Good planning before a bridge patrol is important. A bridge must be inspected at low tide to see the clearance markers and after legal sundown to ensure lights are functioning properly. At night the bridges are illuminated with a variety of navigational lights and it is often necessary to get close to the bridge to ensure the lights are functioning properly.

"It's dark out there," said Mike Yerion, Flotilla 3-10, St. Louis, Missouri. "Our patrols can get a little hairy in the St. Louis downtown area with all the barge traffic and commercial tour boats kicking up waves. You're trying to see in the dark and locate a particular light pattern among all the city lights while keeping clear of other boats. But it is very satisfying once a patrol is done. We make this area a bit safer for both recreation boaters and commercial interests."



Fred Bunge, District 11-South, Flotilla 98, explained his assignment. "I do all 14 bridges in my area by myself. I do not have a team as there seems to be little interest. Some are timber, some concrete and a few are steel. Some are really in the boondocks without a launch area for my boat. Our policy is a boat crew and communications for any mission, so I take photos from shore to make my report. This year only three of 14 bridges were non-discrepant. Most of the problems were lights: broken, missing or non-operative. All discrepancies are reported and the Bridge Administration is supposed to contact the owners to make corrections. I will be re-inspecting all of the bridges in January 2010 and would appreciate some help."

In District 11-North, Frank Palmer, Flotilla 3-10, Elk Grove, California, surveys 15 bridges and many aids to navigation along 70 miles of the Sacramento and San Joaquin Rivers including the sloughs that interlace the two. Inspection is divided between several flotillas in the Sacramento area. "We check for proper clearances, debris against the supporting piers and fenders, proper lighting,



Steve Singh checks pier lights on the Washington Avenue Bridge over the Pequonnock River in Bridgeport.

Photos: Far left by Keith Jacobs, middle by Fred Sellstrom, Flotilla 3-10, Elk Grove, California; left by Ken Jacobs.

proper signage, and the general condition of each bridge. There are four types of bridges in our area: fixed, lift, swing and bascule," he said.

The Navigation Systems staff in Districts 1, North and South, have developed online databases to track bridges. "They sort the bridges by division, enabling members to check the status of a local bridge, report a discrepancy, or simply submit an annual survey report," said Frank Larkin, Flotilla 10-7, Acton, Massachusetts, District Staff Officer-Navigation Systems. "It makes organizing our mission much more manageable."

"On the Milwaukee and Menominee Rivers in Wisconsin, we combine our bridge inspections with marine safety patrols," said Gerry Hussin, Flotilla 5-17 in Milwaukee. "Our reports include all lighting and fender discrepancies. They also include any environmental condi-

tions that need looking into by the Coast Guard."

The United States has the most extensive transportation infrastructure in the world. Whenever a bridge spans one of our nation's navigable waterways, the Coast Guard plays a role in determining how best to keep the flow of vessel traffic safely moving below.

Kevin Redden, Branch Chief-Bridge Administration, suggests that the next time you are on a marine patrol, take a look at the bridges you pass under. "Digital photographs of the bridges in your area can help your Navigation Systems staff officers identify bridges in the district as well as possible discrepancies. Always try to take photographs and make a report."

Volunteers interested in becoming a qualified Aids Verifier should sign up for the next scheduled training in their district. 🚢

EDITOR'S NOTE: In an interview, author Ken Jacobs revealed his passion for his service to the Coast Guard: "I really do not understand why there is so little interest in the Bridge Administration Program. I absolutely love it. I think they [bridges] are so beautiful and interesting. Many of the bridges I inspect go back to the 1880s and are still in operation. When they have been properly maintained, they are simply amazing. During the summer I inspected every bridge on the Champlain (New York) Canal. It was one of my more memorable experiences as an Auxiliarist. There is so much history there. There are other old canals in New York City such as the Gowanus and Dutch Kills, which are ancient. One of the retractable bridges on the Gowanus is so old that it was originally opened and closed by mules. The operator was so proud of the old girl. He took me into the pit and showed me how everything worked, it was awesome!"

Some people look at a drawbridge as an obstacle to overcome in getting where they want to go. Mr. Jacobs sees a bridge as a work of art.

AUXILIARES NAVALES DOMINICANOS

USCG Auxiliarists help organize a volunteer SAR unit in the Dominican Republic

After more than a year of continuous, coordinated effort, Dr. Leonel Fernández, President of the Dominican Republic, has signed the official decree establishing the Auxiliares Navales Dominicanos (AND) as the volunteer contingent of the Marina de Guerra Dominicana (MdeG – the Dominican Navy). The National Commodore of the new organization is José Antonio Najri and the Executive Director is Juan Carlos Porcella.

The signing ceremony, held at the Sans Souci Naval Club at the port in Santo Domingo, was attended by private-sector officials of the country and senior government and military officers including the Dominican Republic's Assistant Secretary of Defense, Vice Admiral Nicolás Cabrera Arias, the Dominican Joint Chiefs of Staff and Chief of the General Staff of the MdeG, Vice Admiral Homero Luis Lajara Solá.

Work to establish AND began at the 2008 Caribbean Search and Rescue (CAR-SAR) Maritime Conference in San Juan, Puerto Rico, sponsored by the U.S. Southern Command, headquartered near Miami, Florida. Senior leadership of the U.S. Coast Guard Auxiliary International Affairs Directorate met with Captain Edmundo Félix Pimentel, then Chief of Operations of the MdeG, to discuss the viability of a Dominican volunteer SAR organization. In 2009, Félix Pimentel and members of the Directorate's Caribbean Division continued to pursue the project, joined by Captain Jorge Peña, the new Chief of Operations of the MdG, and a team of civilian Dominicans interested in the project.

The Dominican Republic has a rugged, 1,250-kilometer coastline much of which is remote and inaccessible. Photo courtesy of the Dominican Secretaría de Estado de Turismo. Used with permission.



In mid-2009, and at the request of the MdeG, Commodore David Elliot, then-Department Chief-Operations of the USCG Auxiliary, and USCG Commander David Allen, then-District 7 Director of Auxiliary, and Caribbean Division Chief John Cooper met with the Dominican representatives and Lieutenant Commander Derek Cromwell, USCG Liaison Officer in Santo Domingo. Together with Félix Pimentel and Najri, the civilian and MdeG teams, they and members of the International Affairs Directorate worked out the framework forming the Dominican Auxiliary, which will support the mission of the MdeG, and which models its organizational structure after that of the USCG Auxiliary. Fifty volunteers, recruited through the efforts of Najri and his team, comprise the first AND flotilla. They have offered the use of their boats for AND's missions, which will include search and rescue, marine environmental protection, marine safety and public education for recreational boaters and the Dominican Republic's fishing fleet. Volunteers will be reimbursed for expenses they incur while performing official duties.

AND joins 20 other volunteer search and rescue organizations in 19 of the 36 countries in the Caribbean, however, it is expected to have one unique asset

that sets it apart. With the assistance of the USCG Auxiliary, AND's anticipated aviation contingent will cover the country's extensive, often inaccessible, 1,250-kilometer coastline. Already, a large group of aircraft owners is ready to be trained. When the air wing is formed, the Dominican Airport Authority will immediately qualify for an additional international safety certification since AND's volunteer aircraft and crews will be available to assist in aviation rescue operations.

For organizational purposes AND has divided the country into four regions and has identified locations for 29 additional flotillas, in addition to naming its Executive Director and National Commodore. The new Executive Director, Juan Carlos Porcella, has extensive executive experience in banking and aviation in the Dominican Republic. The new National Commodore, José Antonio Najri, is a prominent local industrialist and former Dominican Senator who defined the need for a volunteer support unit for the MdeG that would enhance marine safety in his country. He gathered a core group of prominent local boaters, interested them in volunteering and coordinated the involvement of the Chief of Staff and other senior MdeG officers.

VADM Lajara Solá of the MdeG said of the achievement, "When I was

a junior officer, I visited Governor's Island in New York Harbor on a training assignment and saw the way that the U.S. Coast Guard Auxiliary supported the Coast Guard. I vowed that someday my country would have such an organization. As Chief of Staff, I could make that happen—to the benefit of the Dominican boating public and visitors to our country. As we can see, it has indeed happened!"

Seventeen Caribbean nations do not yet have volunteer search and rescue organizations. The Caribbean Division of the USCG Auxiliary's International Affairs Directorate and the USCG are at work with their Coast Guard counterparts in Barbados and Belize, where they are assisting in forming volunteer search and rescue units. Volunteer organizations like Auxiliares Navales Dominicanos act as "force multipliers" for the country's professional military units so those units may better focus their efforts on law enforcement, port security, anti-terrorism, illegal alien activities and other missions that only they are authorized to perform. Visit www.cgauxinternational.org and car-sar.cgaux.org for more information about the USCG Auxiliary's work in the Caribbean. [Editor's Note: Brian McArdle is the International Affairs Directorate's Liaison Officer with the Dominican Republic.]



Juan Carlos Porcella, Executive Director of AND; Freddy Reyes, National Vice Commodore of AND; Rear Admiral Luis Lee Ballester; Capt. Arturo Santana; Rear Admiral Roger Mora Jiménez and National Commodore of AND, José Antonio Najri.

COMING NEXT MONTH...

Aboard the USCGC Sturgeon Bay on the Hudson River, ...



The Auxiliary Celebrates Veterans Day



Color Guard of Division 6, First Northern, participated in the Fairhaven, Massachusetts, Veterans Day Parade. Members left to right are: Robert Millett, Mike McCormack, Mary Baumgartner, Joseph Correia, Rona Trachtenberg and Jeff Vanskyhawk.

District One-North

Auxiliary Flotilla 6-18 Westport, Massachusetts, organized and paid tribute to local veterans at The Cedars, Assisted Living Community, in Dartmouth. In a joint cooperative mission, honor guard members from Westport Flotilla 6-18 and Fairhaven Flotilla 65 performed a full military flag raising ceremony in honor of Veterans Day. The ceremony was attended by residents, veterans and staff members of The Cedars. The Cedars, Assisted Living Community, is a strong supporter of the Coast Guard Auxiliary, providing the local flotilla with meeting space and support services.

District One-South

The 2009 New York City Veterans Day Parade set off from the Flat Iron Building, just as it did 90 years ago. Coast Guard representatives included a color guard and twenty-six members of the Coast Guard Academy Band. A battalion of marchers included seventy-seven Coast Guard active duty and reservists and thirteen Auxiliary members, including Commodore Steve Ackerman.



Commodore Steve Ackerman, District One-South, joins the lead in the New York City Veterans Day Parade.

District Five-North

New Jersey's Bordentown Township celebrated its Veterans Day event in Central Jersey with a parade of colors by Philadelphia's Veterans Guard Third Regiment Infantry in historic uniforms, Buffalo Soldier Northeast Chapter of Willingboro, and color guard units from the Army, Marine Corps, Navy Sea Cadets, Air Force, Coast Guard Auxiliary, Merchant Marine, and Vietnam Veterans. The program included a wreath-laying ceremony, rifle salute, music, and Taps.

District Five-South

Deputy National Commodore Steve McElroy became "Sammy the Sea Otter," official mascot for the Coast Guard and Auxiliary, at a Veterans Day parade through Raleigh, North Carolina. He was joined by members of Flotilla 9-10 and the Auxiliary vessel, *Over Current*. McElroy strutted up the streets, waving, shaking hands and getting lots of hugs from kids. Flotilla Commander Joe Goodrow passed out book-marks with a safe boating message.

"Sammy" is available for order from the Fifth District Outreach Innovation Center, Norfolk, Virginia, www.outreach.uscga5sr.com.



Photo by Rande Wilson.



Members of Flotilla 72, Norwalk, Connecticut, participated in a Veterans Day Observance at City Concert Hall. Donald Burr represented the Coast Guard and Auxiliary in the color guard.

District Seven

Division 14's color guard presented the colors at Cunningham Creek Elementary School's Veteran's Day celebration in St. Johns County, Florida. The celebration was attended by over 400 persons including veterans and students' parents and grandparents, some of whom are active duty personnel. The Auxiliary presented the flag to the school.



Color Guard folds the American Flag on stage during Veterans Day celebration at Cunningham Creek Elementary School, Norfolk, Virginia. Members left to right are David Green Flotilla 14-4, Bill Sekeres Flotilla 14-2, Sarah Tamargo (back to camera) Flotilla 14-8, and Paul Davis Flotilla 14-4.

District Eight-Western Rivers

Unlike the frigid Veterans Day Parade of last year, Sunday, November 8 was a beautiful, clear 70 degrees in the suburban St. Louis town of Florissant, Missouri. Flotilla 3-13, District 8-Western Rivers has participated in the Florissant parade for each of the last five years. "Florissant is a largely blue-collar community, profoundly supportive of its veterans," said Flotilla Commander Betty Zoellner. Auxiliary participation included a tow vehicle and jet boat decked out in patrol gear that followed the active duty Coast Guard. 🇺🇸



Flotilla 9-10 Commander Joe Goodrow hands out bookmarks while "Sammy the Sea Otter" (AKA Deputy National Commodore Steve McElroy) waves to the crowd.



U.S. Coast Guard photo by PA3 Patrick Kelly.

Dallas Cowboys Cheerleaders, Sunni Cranfill and Ally Traylor, met Coastie at the Armed Forces Bowl played in December at Texas Christian University, Fort Worth. Allen Harding, Commander Division Five, was the coordinator of a pre-game event at which all branches of the military set up booths. Auxiliary volunteers demonstrated safety equipment and handed out water safety brochures and Auxiliary information.

Coast Guard Auxiliary Association, Inc.

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

Address service requested



Photo by Christopher Todd, Flotilla 6-11.

In Miami Beach, Florida, personal watercraft operators Felipe Pazos, Flotilla 6-11 Commander (left) and Marcelo Freire, 6-11 Vice Flotilla Commander take a break during a winter patrol in the waters of Meloy Channel. For security purposes, vessel registration numbers have been obscured.

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