



NAVIGATOR

The U.S. Coast Guard Auxiliary Magazine | 2012 Annual



NATIONAL BRIDGE

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NAVIGATOR

THE OFFICIAL MAGAZINE OF THE
UNITED STATES COAST GUARD AUXILIARY
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on the cover:

A Coast Guard Auxiliary vessel owned by Scott Handschuch and coxswained by Tom Evans, with crew, Marcus Witkowski, Stephen Peters, Richard Flinn and James Geannakakes, serves as a public affairs boat for the retired Space Shuttle *Enterprise*. "We picked up the media in lower Manhattan and tracked the shuttle from the Statue of Liberty to the *Intrepid* at midtown," said Handschuch. "The *Enterprise* is a beautiful part of history. It will make a great centerpiece for the *Intrepid* Air & Space Museum." The Coast Guard worked closely with its port partners to ensure the *Enterprise* reached its new home at the museum safely. The crew are all members of Flotilla 22, Sandy Hook, New Jersey.

US Coast Guard photo by Petty Officer 2nd Class Erik Swanson.



Three Auxiliary vessels and shore-side support provided a safety escort for a Santa Cruz California charity fundraiser.

Photo by Dick Reizner, Flotilla 48, Almaden, California.

From the Bridge ...



My two-year journey as your national commodore (NACO) has come to an end—a journey filled with challenges and rewards.

As I began my term in 2010, the challenge was to steady the course, while trimming the sails. The budget has been a concern, not only for the Coast Guard, but also our nation. Both faced economic needs to develop a workable budget. Belt-tightening affects all our membership. I assure you, the leadership is mindful of how budget cuts affect our members. The national leadership has worked tirelessly to establish a realistic budget for 2012—2014. Realizing the need to trim the sails in the national staff, we reduced to a more manageable number.

Much of the success of the Auxiliary over the past two years is due to the accomplishments of you—the membership. The dedication of Auxiliarists to support our missions and the Gold Side remains the reason that we are a number one volunteer organization.

We should take pride in the fact that on a two-year average, members have donated approximately 4,300,000 mis-

sion hours and saved an average of 334 lives. Our mission to save lives through the vessel safety check program is strong and growing. The two-year average of safety checks has grown to approximately 94,500 per year.

The education of recreational boaters remains a primary goal of the Auxiliary. The need to improve our internal and external educational products and delivery methods has been a focal point for the past two years. A committee, under the chairmanship of Commodore Tom Venezia, worked diligently and completed its research with a report in May to the national executive committee. The final report with the path forward was presented at the national Auxiliary conference.

It is critical that we stay focused on providing the public with the best, most modern course materials. Additionally, it is crucial that our instructors remain of the highest quality. Our delivery methods must be in tune with the digital age for us to remain the best of the best in the educating of recreational boaters.

As I pass the torch on to the NACO-elect, I am thankful for the support of the Coast Guard leadership, the Auxiliary leaders, and our 30,000-plus members.

I look forward to the next two years as immediate past national commodore and remain dedicated to serving the Auxiliary.

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

Foreword

The Directorate of Government and Public Affairs and the *Navigator* staff are proud to present the 2012 Coast Guard Auxiliary *Navigator* magazine. This is a snapshot of who we are, what we do and how we do it in 2012, as told by the members of the Auxiliary. The staff thanks all those who contributed, especially Stephen Stumpf, Mike Brodey, Joe Giannatasio, Stephen Ellerin and Tom Sawyer for service beyond the call.

We've organized the magazine around the Four Cornerstones.

Three core missions, bound together by fellowship are known as the "Four Cornerstones"

- Operations & Marine Safety
- Member Services
- Recreational Boating Safety
- Fellowship

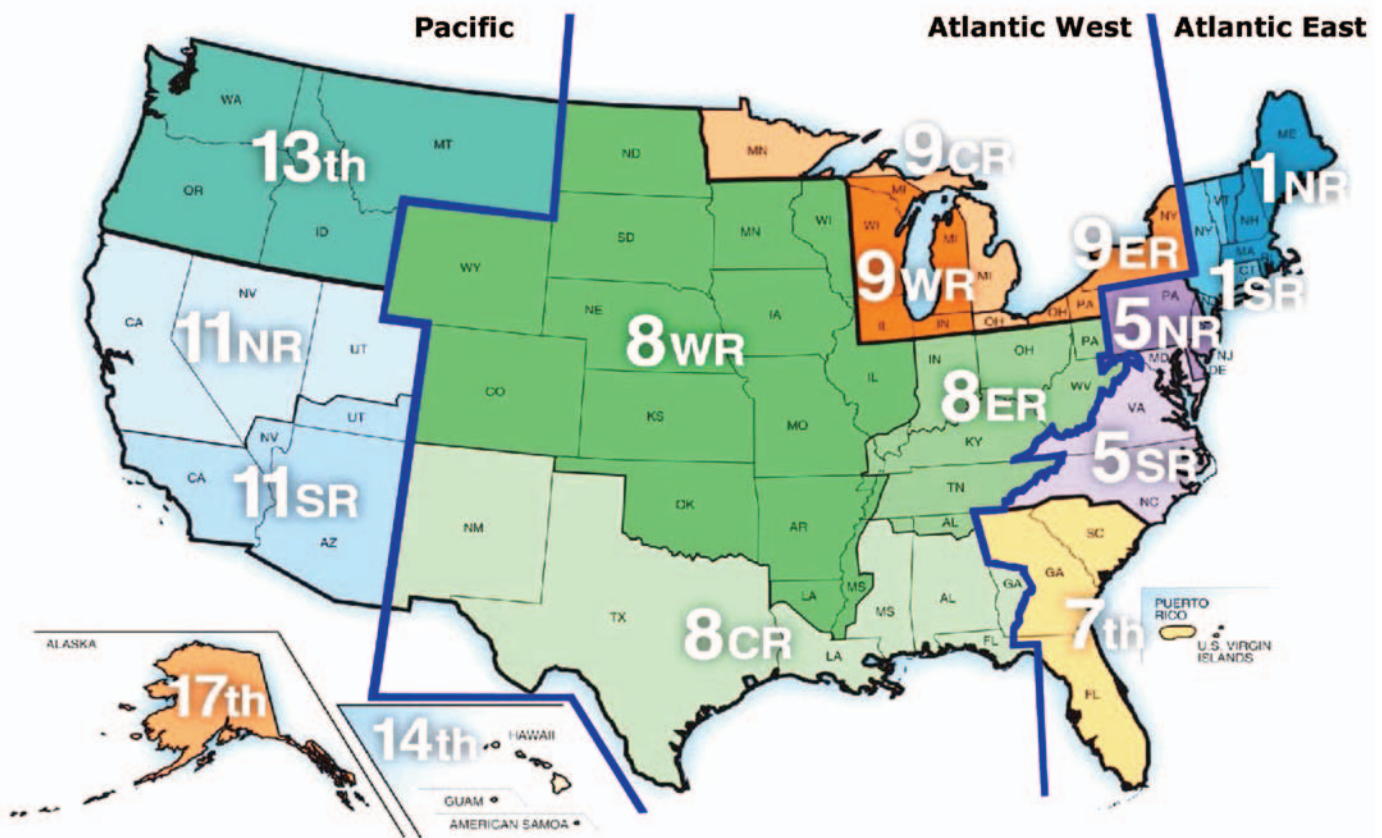
In 1939, the Congress established the "United States Coast Guard Reserve," administered by the Commandant of the Coast Guard. This contingent of unpaid, volunteer citizens who owned motorboats and yachts was chartered to foster boating safety. In 1941, another congressional act created the Coast Guard military reserve; the original volunteer reserve was renamed the Coast Guard Auxiliary.

"The purpose of the Auxiliary is to assist the Coast Guard:*

1. to promote safety and to effect rescues on and over the high seas and on navigable waters;
2. to promote efficiency in the operation of motorboats and yachts;
3. to foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts;
4. to facilitate other operations of the Coast Guard."

*. Title 14, United States Code (U.S.C.)

U.S. COAST GUARD AUXILIARY DISTRICTS AND REGIONS



Original district map created by Steve Minutolo, Flotilla 25-6, Fairfax, Virginia; Chief, Administration Branch, CG Office of Auxiliary and Boating Safety. Area designations in Photoshop by Cheryl Nowell, Flotilla 21, Seattle, Washington.

Cornerstone One: Member Services



Neither rain nor flood in
Madisonville, Louisiana, stopped
the 2012 *Navigator* annual.

Photo by Judy Darby, Flotilla 42,
Covington, Louisiana.





Government & Public Affairs

Promoting the Auxiliary brand into the digital age



The Coast Guard Auxiliary Government and Public Affairs Directorate serves as the custodian of the Auxiliary brand. It spearheads internal and external communications that are designed to increase the public's awareness and favorable impression of the Auxiliary.

Community relations is a strong focus of National Safe Boating Week (NSBW). It remains a vital program toward helping accomplish the goal of the National Recreational Boating Safety (RBS) Strategic Plan. Public affairs officers (PAOs) at all levels of the

Auxiliary team with their RBS program counterparts to help promote awareness of boating safety with booths, displays, media events, vessel safety check stations, and other initiatives.

New PAOs were trained at four Coast Guard public affairs (AUX-12) C-Schools held throughout the U.S. for both Auxiliary and active duty Coast Guard members. These intensive three-day schools taught public affairs policies and procedures for unit officers in positions requiring video, still camera, marketing, or publication skills. Several online courses



were updated to lead the transition into new media and digital photography.

The national public affairs team worked closely with the Coast Guard Directorate of Government and Public Affairs to further transition Auxiliary communications into the digital age. *Coast Guard Auxiliary Live* (live.cgaux.org) was launched in collaboration with the Coast Guard's social media branch as the sister site to *Coast Guard Compass* – the official blog of the U.S. Coast Guard.

Live joined *SITREP*, *Navigator* magazine, *Navigator Express*, and *AUXDirect* as the national member communications vehicles. The official Coast Guard Auxiliary Facebook site and Twitter feeds were also enhanced to further chart a course into the world of social media.

The media relations team worked with Coast Guard Headquarters to bring the Auxiliary aboard the new Coast Guard digital newsroom project using

PIER Systems technology. A project many years in the making, the Auxiliary now has access to PIER to manage media contact lists and inquiries, and send news releases and other digital content out to mass audiences. The newsroom project will also allow a cadre of Auxiliary PAOs to be trained on PIER to provide Coast Guard augmentation for both normal operations and in times of crisis.

Creative services continued to push content production to new and exciting levels with video production and photography remaining as vital as ever. Restructuring of the strategic communications division continues as the government affairs landscape changes within the organization. Web services remained a core focus as digital communications transitions beyond web sites into new and exciting areas. 🌐



Gaye Blind, Flotilla 31-4, Holland, Michigan, tells students about invasive species in the Great Lakes at a water safety event on May 16. Melissa Payne, Flotilla 33-10, South Haven, Michigan, is in the background.

Photo used with permission.

2012 National Safe Boating Week

Compiled by Tom Loughlin, Flotilla 11-10, Dunedin, Florida

Across the U.S. and abroad the Auxiliary partnered with local, state and federal agencies to spread the message of safe boating just in time for the official kickoff of the boating season—May 19-26, 2012. Flotillas, alone or in partnership with other agencies and the active duty, got plenty of bang for the buck with exhibits, demonstrations and a media blitz announcing the “Wear It” campaign at commercial establishments, Coast Guard open house events, ramps, marinas, parks, schools and everywhere recreational boaters gathered. In 2012 the campaign featured flotillas attempting to set the world record for the most life jackets worn at a single location on May 19. The results are pending. Joining the excitement were Coastie, Sammy the Sea Otter, Panda, and Officer Snook who entertained the youngest water enthusiasts.

On the following pages the NAVIGATOR presents the best of Auxiliary events from across the country by district. Enjoy!

District One–North

Southern Maine held a “Ready, Set, Wear It” event at Cabela’s sporting goods store. Buzzard’s Bay division took part in “General Aviation Day” at New Bedford Airport. Flotillas of Southshore Division 12 scheduled a “Wear it South Shore” event and a “Wear it Massachusetts” event in Boston with Governor Duval Patrick issuing a proclamation for the occasion.

Flotillas of Western Massachusetts conducted vessel safety checks at various locations and served with a Coast Guard boarding team on patrol in the Connecticut River.

District One–South

From New York Harbor to Long Island Sound, the Hudson River, and the lakes

of New York and Vermont, Auxiliarists in District One–South, held NSBW in conjunction with Fleet Week, OPSAIL and local Memorial Day celebrations. Members set up educational exhibits, participated in town parades and veterans’ ceremonies, and conducted special media events with the active duty.

John Sasso, Flotilla 22-7, Fort Salonga, New York, who leads the Auxiliary flotilla band, conducted a special concert on the lawn at Station Eaton’s Neck during its open house. Auxiliarists assisted the active duty in welcoming visitors who climbed the spiral staircase to the top of the lighthouse, watched a flare demonstration and a helicopter water rescue demonstration, and got a free vessel safety check. The state senate issued a NSBW proclamation for all of New York.

Bill Nelson, Flotilla 13-6, Freeport, New York, served with the crew aboard the cutter Eagle from Norfolk, Virginia, to New London, Connecticut, and carried a special exhibit commemorating the bicentennial of the War of 1812.

Bill Rock and Bob Gesullo Flotilla 24-2, Stratford, and 24-3, Milford, Connecticut, respectively, hosted a unique regional on-the-water press conference and vessel demonstration on the Housatonic River in Stratford Connecticut. The event focused on boating safety prevention, operation and response with emphasis on paddlecraft safety. It included demonstrations from police, fire and harbor master vessels of the five area towns, plus Coast Guard and Auxiliary vessels and kayakers. Media included local, state and national television, newspapers and internet.

Over 15 Auxiliarists from multiple divisions were key participants in New York City’s OPSAIL and Fleet Week at which



Harry Walter, (2nd from left), Flotilla 22-2, Northport, Long Island, New York, demonstrates fundamental navigation principles at the Eaton’s Neck station open house.

Photo by Terry Kinch, Flotilla 22-1, Huntington, New York

they assisted with public tours on Staten Island, at the Brooklyn Navy Yard and on the USS Intrepid.

District Five–North

Leading up to National Safe Boating Week, Kathy Eickemeyer, Flotilla 72, Little Egg Harbor/Tuckerton, developed a safe boating road show her flotilla and its partners presented at local schools. “Kids Triton Project” made its first appearance at the Little Egg Harbor Community Center. Auxiliary mascots Sammy the Sea Otter and Coastie were on hand, along with programs on safe boating and marine environmental safety, active duty members from Station Barnegat Light, the Atlantic Strike Team, the Tuckerton Environmental Commission, Boy Scouts and Girl Scouts. Members of Flotilla 72 worked with local marinas to install and outfit five new “Kids Don’t Float” sheds in which children’s loaner life jackets can be stored.

Paul LeBrun, initiated the purchase of a large “Wear It” banner Flotilla 72 uses for parades and displays. Smaller banners and twenty-five “Wear It” signs were placed at local marinas and boat ramps, and “Saved by the Jacket” DVDs were purchased for public affairs booths and presentations to local

organizations. Working with the National Safe Boating Council and local officials, LeBrun also organized a “Ready, Set, Wear It” life jacket world record day for Little Egg Harbor, New Jersey, on May 19. The event marked the start of NSBW and raised the public’s awareness regarding safe boating and the importance of wearing a life jacket.

Bob Adams, Flotilla 72, participated in a Division Seven recording session, cutting a public service announcement on the need to wear a life jacket and the importance of proper sizing and fit. The messages will be aired throughout the 2012 boating season.

A proclamation was received from local officials designating May 19-26 as National Safe Boating Week in Little Egg Harbor, New Jersey.

For the fourth consecutive year Flotilla 72 marched in the annual American Legion Memorial Day parade. The flotilla supplied an Auxiliary marching unit, flag bearers and a trailer carrying an Auxiliary patrol boat featuring the new “Wear It” banner. Member Steve Hewitt arranged a Coast Guard helo fly over from Air Station Atlantic City during the playing of “Taps” at the parade conclusion.

District Five–South

The Joint Services Open House at Andrews Air Force Base afforded opportunities for an exhibit organized by Ernest Stevens, Flotilla 25-7, Fort Washington, Maryland, that presented boating safety to a crowd estimated at 200,000.

Denise Horton, Flotilla 20-2, Morehead City, North Carolina, set up an exhibit at the MCAS Cherry Point, North Carolina, air show.

Flotilla 20-2 partnered with the commander of the Coast Guard Cutter *Block Island*, in “Run Around the ‘Block,’” a 5k race past the CG cutters *Block Island*, *Staten Island* and *Smilax* at Fort Macon, North Carolina. Runners wearing life jackets made it fun and focused on boating safety.

Dion Mulvihill, Flotilla 24-1, Silver Spring, Maryland, encouraged boaters to get a vessel safety check during a National Safe Boating Week event at the Annapolis City Dock in Annapolis, Maryland. The Auxiliary provided free vessel safety checks



Coastie, a robot boat controlled by a member of the Auxiliary, interacts with children during a National Safe Boating Week event at the Annapolis City Dock in Annapolis, Maryland, May 26, 2012.

USCG photo by Petty Officer 3rd Class Jonathan Lindberg

and information to boaters during the event.

Alan O’Neal and Ron Sanders, vessel examiners, Flotilla 9-11, Cary, North Carolina, performed safety checks, distributed paddlecraft safety literature, and gave an inflatable life jacket demonstration as part of “Ready, Set, Wear It,” at the Carolina Kayak Club annual Member’s Day event on Falls Lake, near Raleigh.

District Seven

Division Two, received a NSBW proclamation from Georgia Governor Nathan Deal in a joint ceremony with the U.S. Power Squadron.

Members from Division Five, Stuart, Florida, assisted CG Stations Lake Fort Worth and Fort Pierce at open house events. Activities included a visit by Coastie, boating safety information booths and a helicopter rescue demonstration.

In Miami, Division Six hosted a VIP event that included Congressman Marion Diaz-Balart who, along with the public, was given a tour of the Coast Guard Cutter *Diamondback*.

Miss St. Croix, in the U.S. Virgin Islands, Division 16, promoted the wearing of life jackets.

In Puerto Rico, Flotilla 1-10 received a proclamation from Isla de Cabras and

held a “Ready-Set-Wear It” event in the San Patricio shopping center. Partnering with members of the boating public and the Boy Scouts, organizers Lourdes R. Oliveras and Jose Caban, Flotilla 1-10, San Juan, Puerto Rico, attempted to set the record for the most people wearing a life jacket on May 19.

Division 17, set up information booths at numerous fishing tournaments at Port Canaveral and Satellite Beach.

Patrick Wheeler and Al Bidwick, Flotilla 86 in Venice, Florida, organized a “Ready, Set, Wear It” event at the Venice Train Station/Public Dock that included partner agencies: Venice Police Cadets, Venice Fire Department, Venice Marine Police, Venice Sail and Power Squadron, Girl Scouts, Sea Tow.

Flotilla 96, Naples, Florida, assisted Coasties from Air Station Clearwater in a search and rescue demonstration for members of the boating public and a news team from WINK-TV in Fort Myers. Fifteen hundred yards off Bonita Beach a vessel coxswained by Jim Mayer, served as the stand-by recovery vessel in case the helicopter, an MH-60J Jayhawk, experienced a mechanical failure. John Gaston’s boat served as both a stand-by vessel and a platform for the news team. Upon arrival, the helicopter crew executed a free fall



Patrick Wheeler and Al Bidwick, Flotilla 86 in Venice, Florida, organized a "Ready, Set, Wear It" event at the Venice Train Station/Public Dock.

deployment of the rescue swimmer, used to deploy a swimmer when a survivor must be recovered from the open sea. This was followed by a basket recovery. After multiple recoveries, the helicopter crew executed direct recoveries in which the swimmer is lowered directly to the survivor and both are hoisted to safety in the helicopter. To see news coverage of the Coast Guard demonstration, click on the following link from WINK-TV: <http://www.winknews.com/Local-Florida/2012-05-23/Coast-Guard-conducts-drills-ahead-of-Memorial-Day-weekend>.

Flotilla 15-3, Ocala, Florida, set up a vessel safety check station and a public affairs booth at the Ocala Boat Basin on the Ocklawaha River, a favorite spot for paddlers. The river is fed by the Silver Springs and is a favorite spot for boaters who appreciated the free safety checks and information presented by flotilla members who also demonstrated marlinspike skills.

District Eight–East

Division Eight used Coastie, Sammy the Sea Otter and Panda Bear during Armed Forces Day at the Indy 500 Pre-Quals. Richard Miles of Flotilla 24-2, Guntersville, Alabama, aka Sammy, with Russ Beaver, Three Indy Flotilla 13 and Carter Keith, Castleton Flotilla 17 were such a big hit at the Indy 500 Museum, Sammy was asked to return for the 2013 event. Beaver arranged for a behind the scenes visit to the

pits and garages, plus lunch for Auxiliarists in the Borg-Warner sky box.

Harry Stephenson, Percy Priest Flotilla 11-4 got 80 radio stations to run 110 public service announcements about boating safety.

Division 16, Chattanooga, conducted 220 vessel safety checks and 90 partner visits.

Beale and Sylvia Canon, Mary and Bill Husfield and Peter and Pam Inglis, all from Kentucky Lake, Flotilla 85, operated Coastie who taught boating safety to children and adults.

District Eight–Coastal

Northlake Flotilla 42, Covington, Louisiana, partnered with the active duty in staffing an outdoor booth at Academy Sports in Covington. The day featured free goodies, lots of educational and recruiting material and a tour of a Coast Guard vessel from Station New Orleans. There were vessel checks for trailerable boats and rides for adults on the flotilla's drunk boater simulator. The simulator features two PWCs and a video game in which the rider maneuvers his PWC along a crowded waterway, first, without wearing a pair of goggles that simulate for the wearer the effects of two beers and, second, wearing the goggles.

Doak McBryde, Flotilla 6-12, Air Station Houston, demonstrated knot tying at the Maritime Youth Expo, Clear Lake Park, Seabrook. The event was sponsored by Harris County commissioner Jack Morman,

Houston Pilots Association, Port of Houston Authority and San Jacinto College. The goal for the Expo was a career path day for students from nearby high schools, colleges, and youth-related programs. CG Sector Houston and Air Station Ellington landed a helicopter on the site and brought static displays and recruiters. The Port of Houston Authority demonstrated emergency response and San Jacinto College presented fire fighting demonstrations.

District Eight–Western Rivers

In Colorado, Dave Stark, Mike Bittenwieser and Ellis Warren from Mile High Flotilla 12, along with Vern Crow, Twin Peaks Flotilla 16, held a "Ready, Set, Wear It" event at the Bass Pro Shop in Denver that included an information booth for public outreach. Warren and Crow crewed Coastie; Warren also demonstrated the proper fit and wear of life jackets; Warren and Stark, with 20 volunteers from the boating public donned life jackets. Bass Pro Shop estimated a total of 16,300 shoppers visited the store May 19-20.

Dave Story, Pike's Peak, Flotilla 11, reported an exhibit and vessel checks on Saturday, May 19 at 11-Mile Reservoir and Curt's Boat Supply in Colorado Springs.

Cecil Roberts and Amy McNeill, Flotilla 14, Denver, gave free vessel safety checks on a fleet of paddle boats at Peaceful Valley Boy Scout Ranch in Elbert County, Colorado. They also presented a safe boating briefing to the aquatics director for the Denver Area Boy Scout Council, which typically uses paddlecraft to teach scouts earning the Rowing, Small Boat Sailing and Canoeing merit badges.

Flotilla 3-13, Black Cat, Missouri, gave a multi-lesson "About Boating Safely" course to 11 boaters, many of whom also requested vessel safety checks be performed on their boats at various harbors in the two-week period following the class. In addition, four vessel examiners and two trainees performed 36 vessel examinations at Grafton Harbor on May 19.

Flotilla 88, Lincoln Heritage Trail, Central Illinois, held vessel safety check days at Lakes Shelbyville and Bloomington.

Division 15, Arkansas, supported



Photo by June Wingert, Flotilla 69, Lake Conroe, Texas.

Doak McBryde, Flotilla 6-12, Air Station Houston, demonstrated knot tying at the Maritime Youth Expo, Clear Lake Park, Seabrook.

National Safe Boating Week with a total of 20 public affairs events and set up vessel safety check stations at various locations. Coastie, Panda and Sammy the Otter were the highlight of many public affairs events.

Flotilla 15-3, Memphis, set up a public affairs display table and gave a safety talk at Kroger's in Bartlett, Tennessee. Officials in Shelby County and a Tennessee congressman signed a proclamation.

Flotilla 15-7, Hot Springs, Arkansas, celebrated the tenth anniversary of the dedication of their station on May 19. The flotilla received proclamations from the Garland County Quorum Court, the mayor of Hot Springs and the president of the Hot Springs Property Owners Association. Local radio stations ran public service announcements aired during National Safe Boating Week.

In Division 33, Omaha/Lincoln, Nebraska, Flotilla's One, Two and Three participated in the "Ready, Set, Wear It" program at Cabela's for two days.

District Nine—East

District members, organized by Ken Straw, Flotilla 21, Syracuse, New York, conducted 175 vessel checks on canoes and kayaks entered by the Boy Scouts in the General Clinton Canoe Regatta in Sidney, New York.

Linda Taylor, Flotilla 42, Rochester, New York, organized a flare exhibition which was filmed by a local television station.

Flotilla 61, Akron, Ohio, members John Smith, Gina Baldyga and Mike Packard performed more than 300 vessel safety checks at Portage Lakes State Park in Akron.

Huron Water Safety Day at the Huron municipal boat basin is an annual event, coordinated in 2012 by Christine Crawford, Goodyear Flotilla 65, Huron, Ohio. Averaging 250 students each year, the third and fourth graders of Huron city schools spend the day learning water and boating safety with local, state and federal safety service agencies. Each child is greeted with a t-shirt and fitted for their own life jacket. The arrival of the Air Station Detroit helicopter is a highlight of the morning. During this day-long event, the kids rotate between educational sessions of five to thirty minutes each. The topics change each year, but the curriculum always contains water rescue techniques, a visit with the Station Marblehead crew aboard a 47-foot cutter, and members of the Department of Natural Resources. Information about paddleboard safety, hypothermia, invasive species, first aid, rules of the road, marlinspike, and a ride in a boating simulator have been incorporated. To date, over 1,500 life jackets have been distributed to Huron students.

Detachment One, Flotilla 32, Hamburg, New York, organized "Ready, Set, Wear It" Day in Dunkirk, New York, where they attempted to set a new world's record for the most life jackets worn on May 19. They received a proclamation from Mayor Dolce of Dunkirk. The detachment also set up two vessel safety check stations, with one at Sturgeon Point Marina, Angola, New York.

District Nine—Central

Flotilla 18-11, Plymouth-Canton, Michigan, sponsored an event held at Horizon Park, in Belleville, Michigan, at which 68 participants set a new record for the most people in Michigan wearing life jackets at a single event.

In addition, three Auxiliarists assisted the active duty at Sector Detroit. Rev Graham, Flotilla 18-1, Wyandotte, Rick Birdsall, Flotilla 18-5, Livonia, and Ray Roberts, Flotilla 18-11, Plymouth-Canton,

introduced water safety and cold-water survival to sixth-graders from the United States and Canada.

District Nine—West

Members supported several open house's at Coast Guard stations throughout the district and conducted vessel safety check blitzes at marinas and boat ramps. "Just Wear It" posters accompanied various marine training discussions such as invasive species and rip currents.

RBS classes were held in several cities and officials signed proclamations supporting NSBW.

Keith Engstrom, Flotilla 33-2, Michigan City, was a guest commentator on radio station WIMS's morning talk show where he discussed boating safety for the entire two-hour broadcast.

Dan Groendyke and Gaye Blind, Flotilla 31-4, Holland, Michigan, and Melissa Payne, and 33-10, St. Joseph, Michigan, and others presented hands-on water safety classes to local school children and adults. The students spent twenty minutes at each demonstration station learning about rip currents, boating safety, life jackets, knot tying, and invasive species.

Patrick Poziwilko and Gaye Blind, taught water safety to about 800 fifth graders at the Berrien County Natural Resources Day.

District 11—North

Proclamations were received from officials of the cities of Sausalito and Alameda, California.

In San Francisco, NSBW kicked off a couple weeks early with district-wide participation in Strictly Sail Pacific, the largest all-sailboat show on the West Coast. A week later Auxiliarists presented boating safety messages during Opening Day of the Bay activities at the St. Francis Yacht Club in San Francisco.

Divisions One, Four, and 12 held several safety events around San Francisco, including a patrol supporting the 47-foot motor life boat and helicopters from air station San Francisco. Members gave life jackets to children weighing under 50 pounds.

Division Five, Suisun Bay, California,

Photo by Jay Gilbert, Oceanside Harbor Flotilla 16, San Diego, California.



Marilynn Barrett and retired Sergeant Major Frank Young, serve in the Flotilla 16 information booth at Oceanside Harbor [San Diego] Day. Notice the "Auxiliary Only" designated parking.

set up a display at Travis Air Force Base for 2,500 airmen.

North Coast, Division Eight, presented a safe boating demonstration to 700 kindergartners and elementary school children.

In the San Joaquin Valley, Division 10, presented Coastie to over 3,000 children.

Gail Giacomini, Flotilla 14, Central Marin, California, completed the Bay to Breakers footrace wearing her life jacket.

District 13

Mayoral proclamations in Coeur d'Alene and in Depoe Bay, Oregon, were received by local flotillas.

Flotilla 53, Depoe Bay, Oregon, set up a boating safety exhibit with a "Boat Responsibly" pop-up display at a two-day open house at Coast Guard Surf Station Depoe Bay.

Flotilla 59, Grant's Pass, Oregon, staffed a boating safety exhibit at the annual Boatnik Celebration along the Rogue River.

Flotilla 18, Everett/South Whidbey, Washington, staffed a boating safety exhibit at West Marine in Everett.

Flotilla 78, Vancouver, Washington, hosted a water safety seminar for Clark County, Washington, with presenters and attendees from state and county parks

and recreation departments, the sheriff's department, Coast Guard, Marine Safety Unit-Portland, the Clark County Medical Examiner, and the press which published an article in the *The Columbian* newspaper.

Flotilla 82, Spokane Valley, Washington, staffed a boating safety exhibit at "101 Days of Summer Safety." They were also present at the Spokane Armed Forces Torchlight Lilac Parade, where over 90,000 people lined the parade route. The event was carried live on television. Radio station KXLY, interviewed a member about vessel safety checks and the importance of life jackets.

Flotilla 84, Coeur d'Alene, Idaho, held a very successful "Ready, Set, Wear It" event at Boardwalk Marina.

Flotilla 54 Newport, Oregon, received proclamations from five mayors that resulted in a media blitz. Station KCUP broadcast a half-hour radio show with Larry Cox and Zeke Olsen who discussed boat, beach and jetty safety and announced the NSBW schedule of offerings to the boating public. A "Boat Oregon" class on May 22 graduated 13 safer boaters. Vessel examiners staffed boat ramps in both Yaquina Bay and Depoe Bay every morning during NSBW, handing out orange plastic

bags containing safety literature to launching boaters. They conducted a total of 39 vessel examinations in mostly overcast weather. Program visitors replenished safety literature in 181 venues. Three members staffed an RBS exhibit at the Eckman Lake Kids Fishing Derby. The Oregon Coast Broadcast Center broadcast prerecorded PSAs during NSBW.

District 14

Proclamations were received from Hawaii Governor Neil Abercrombie and Honolulu Mayor Peter Carlisle regarding the significance and importance of the event to our nation and to our Pacific Islands which encompass Hawaii, Saipan, Guam and other budding Auxiliary interests such as in Samoa.

Saipan celebrated NSBW with events highlighting boating safety and the best use of equipment.

On Oahu, safe boating partners of the Coast Guard included the state Department of Land and Natural Resources, the U.S. Sail and Power Squadron and the Koko Marina Community Boating Club. At Koko Shopping Center, an ocean-side venue, included RBS exhibits, t-shirt printing for children, Coastie demonstrations, knot tying, a USCG helicopter SAR demonstration, facility tours and vessel safety checks.

District 17

Governor Sean Parnell signed the 2012 NSBW proclamation declaring NSBW statewide. Units conducted vessel safety checks at over 35 NSBW events. Media support included print, radio, TV and social media. With Alaskan waters still frigid at the end of May, air temperatures in the 30s and the presence of pack ice, most boaters were still preparing for the boating season as opposed to being on the water. The Kodiak flotilla had a wildly successful, "Kids Don't Float Contest" in all area elementary schools and NSBW chairperson, Sue Lang, set up an ambitious "Kid's Don't Float" partnership with the Alaska Office of Boating Safety. Arctic Outreach, conducted by Nancy and Dean Terencio, continues spreading the safe boating message to outlying areas.



Al Stringer, Flotilla 22-5, Magothy River, Maryland, worked the Auxiliary exhibit's life jacket tower at Baltimore's Sailabration, honoring the 200th Anniversary of the War of 1812.

Photo by John Colhoun, Flotilla 24-9, Bowie-Davidsonville, Maryland.

Sailabration

Baltimore celebrates the 200th anniversary of the War of 1812 and the writing of the Star Spangled Banner

Sailabration, celebrating the bicentennial of the War of 1812, brought about a million visitors to Baltimore's beautiful Inner Harbor. Visiting the port for the event were tall ships and naval vessels from all over the U.S. and the world, including the CGC *Eagle* and others from Brazil, Columbia, Ecuador, Indonesia, and Mexico which joined for the event, the permanent collection of historic ships that are normally open for tours: the USS *Constellation*, the Lightship *Chesapeake*, the CGC *Taney*, and the WWII submarine USS *Torsk*.

District participation included 186 Auxiliarists and partner agencies that coordinated through Penny Soteria, Flotilla 22-8, Joppatown, Maryland. Sector Baltimore's public affairs exhibit was at Rash Field in the Inner Harbor where military groups and the Ferris wheel, along with the food vendors, brought an amazing stream of people hour after hour. Woodrow Knight, Flotilla 24-1, Silver Spring, Maryland, and Alfred Stringer, Flotilla 22-5, Magothy River, Maryland, helped

Thornell Jones, 24-9, Bowie-Davidsonville, Maryland, develop and staff the exhibit with members from all divisions standing watch. Dick McConnell, Flotilla 44, Phoenixville, Pennsylvania, stood many a watch while Mike Houck, Rock Creek Flotilla 22-1, assisted Officer Snook a.k.a. Bruce Becker, Joppatown Flotilla 22-8. Officer Snook, a cartoon fish created by the late author Jennifer Sevin and used in the Coast Guard Sea Partner's water pollution program, was such an attraction crowds looking at him actually stopped traffic near the exhibit. David Silberstein, Flotilla 23-1, Annapolis, Maryland, directed Sammy the Sea Otter which was an attraction roaming the Inner Harbor. Although the team attempted to provide 10-20 minute seminars on various aspects of boating safety, visitors were more interested in seeing the many different styles of life jackets, boating safety literature, and inquiring as to membership. Joining the Auxiliarists were Coast Guard recruiters who had a good time with their volunteer counterparts, answering ques-

tions from visitors interested in active duty life and the Coast Guard Academy. Signage was professional, flags and a life jacket tower marked the exhibit's presence, and an open exhibit booth was inviting to passers-by. The response from the public was huge.

Meanwhile, on the water, Phil Wentz, Flotilla 23-7, Herring Bay, Maryland, Jim Farrell, Flotilla 23-1, Annapolis, and Ray Feller, Flotilla 23-6, Drum Point, Maryland, scheduled a fleet of Auxiliary facilities that served in over 140 patrols that managed the boat traffic during the eight-day period. From arrival of the ships on Tuesday, June 12 to their departure on June 19, these Auxiliary vessels and their crews helped keep order in the Patapsco River and Baltimore's Inner Harbor while port security was the active duty's primary mission. 🚢

The author, Thornell Jones, Flotilla 24-9, Bowie/Davidson, Maryland, is district staff officer for public affairs.

Safe Boating EXPO

By Henry Goldman, Flotilla 74,
Ventura, California

Once a year, during National Safe Boating Week, CG Station Channel Islands Harbor, Oxnard, California, opens its doors for a safe boating Expo that draws up to 1,000 guests. In 2012, participating agencies, non-profits and commercial vendors brought free goodies, important information, equipment, their skills and a desire to share their knowledge. Eager visitors began arriving at 8:30 a.m. to sign up for shipboard tours of the harbor.

Assisting were 22 Navy Sea Cadets of Trident Patrol Squadron 60, from Point Mugu, who handled traffic, public boarding for the ship tours and demonstrated the proper wearing of life jackets.

An outdoor display and booth was set up by Auxiliarists who wore their life jackets while passing out brochures, demonstrating the proper use of life jackets and giving away free gifts relating to boat safety. In addition to signing up new members and making appointments for free vessel checks, members signed up students for a *Boating Skills & Seamanship* class. Knot tying by Bill Wicks and Paul Fielding of Flotilla 74, Ventura, was a big hit, as was Wicks' flare demonstration.

Approximately 380 visitors signed up with Shirley Goldman, Flotilla 74, for a tour of the harbor aboard the USCG Cutter *Blacktip* and the station's 47-foot motor lifeboat. Passengers wore life jackets and had a tour of the vessel with a full explanation of the duties and operations of the *Blacktip* and the motor life boat.

With a large audience sitting on bleachers, an announcer described a search and rescue demonstration performed by the Ventura Sheriff Department. A boater jumped off a burning boat in the harbor and the sheriff's helicopter dropped a rescue swimmer who helped him until the Oxnard Fire Department rescue team retrieved him onto a PWC and delivered him to the docks at the station where



EMTs gave a demonstration of CPR and hypothermia. The rescue swimmer was hoisted back to the helicopter.

In the afternoon, a Coast Guard helicopter out of Los Angeles performed the same demonstration except the victims were hoisted up to the helo. A Harbor Patrol fire boat put out the boat fires.

On-the-water demonstrations were assisted by a Flotilla 74 safety patrol coxswained by Mike Brodey with Colin Pullan, crew.

A fashion show presented volunteers from the audience who modeled different styles and types of life jackets for a discussion on proper fit and selection.

With the growing interest in paddlecraft, a demonstration was given on the proper use of equipment and the rules and regulations of the sport.

Ray Hinton, Flotilla 77, Mandalay Bay, California, served as videographer and James Smeal Flotilla 74 took still shots. 📷

A Math Lesson

Research shows that nothing reinforces classroom learning like real-world experiences. At Paloma Elementary School in San Marcos, California, Coast Guard Auxiliarists recently presented students with a practical lesson in mathematics.

On a Thursday afternoon in May 2012, Joe O'Hagan of Oceanside Harbor's Flotilla 16 was the guest instructor in Amy Poyuzina's fifth-grade class. Focusing on practical mathematics, Joe taught the class about distance/speed/time relationships and then gave them some math problems to solve, such as how fast one student would be traveling if he covered the two miles to school in half an hour.

After several such examples, Joe asked the class to figure out how long it would take a Coast Guard helicopter to travel from Sector San Diego to the school if it flew the 26 miles at 104 mph. Several students got the correct answer: 15 minutes.

The following morning, the entire student body – about 900 children, plus teachers, faculty, and some parents – gathered on the school grounds for their weekly school assembly.

After relating other school news, Paloma principal Anthony Barela introduced Joe to the assembly, related the story of the previous day's classroom lesson and called up the students who had answered the distance/speed/time problems correctly. Joe then asked the students who solved the helo problem another question: When would a Coast Guard helicopter arrive at the school if it were to leave Sector San Diego at 0900 hours? The students answered that it would reach the school at 0915.

What the students didn't know was that in a van out in the parking lot, Flotilla 16's communications officer, John Sommer, was coordinating between Joe and sector, an elaborate surprise for the students. Weeks ahead of time, Joe had arranged for his guest lecture to coincide with Sector San Diego's training schedule. The event was vetted and approved by the Coast Guard, the school district and the California Department of Transportation, which



Fifth graders at Paloma Elementary School, in San Marcos, California, gather around the crew of a CG helicopter which landed at Paloma Elementary.

has jurisdiction over scheduled landings in residential neighborhoods. Members of Flotilla 16 did a thorough clearing of rocks and other debris from the school playground. At 0900 Joe radioed the crew of an MH-60T and asked whether they might come to San Marcos. The crew radioed back that they had left San Diego at 0900 and were inbound to the school. The kids began screaming with delight. Soon, the unmistakable sound of an approaching chopper was heard and, at precisely 0915, the helo touched down, washing wind and a deafening noise over the playground full of excited, screaming kids. After the aircraft was secure, the kids were invited to look inside and meet the crew: pilot Lt. Matt Carlton, co-pilot Lt. Dave McCarthy, and ATM2 James Johnson.

The author, Dan Hammer, Flotilla 16, Oceanside Harbor, California, is a public affairs officer.



Joe O'Hagan, Oceanside Harbor Flotilla 16, gives a math lesson to Amy Poyuzina's fifth grade class at Paloma Elementary School, San Marcos, California.

Photo by Jay Gilbert, Flotilla 16, Oceanside Harbor, California.



The Cadre offers friendly encouragement to AIM participants.

Photo by Barry Novakoff, Flotilla 79, Port Judith, Rhode Island.

The Grease that Makes AIM Work

Each July high school students from across the country participate in the Academy Introduction Mission (AIM) designed to give rising high school seniors a taste of life in the Coast Guard Academy. About 600 young people out of about 2,000 who apply are accepted into AIM each year. Admission to the program students is based on an application, letters of recommendation from teachers and an essay.

AIM is a one-week summer program in New London, Connecticut, that provides participants the chance to see if the Coast Guard Academy is right for them. Those selected experience the rigor, discipline and rewards of the Academy, just like a cadet. They are given a tour of

the campus, live in the dorms and basically experienced what Academy life is like.

"I definitely wasn't expecting how physically tough it was. It's also mentally tiring. You're going from 6:00 a.m. to 10:30 at night with almost no break," said Brian Mills of Kings Mountain, North Carolina.

"AIMsters," as they are called, endure daily physical training workouts and learn Coast Guard Academy traditions, military protocol and how to work as a team. AIM participants also compete in an engineering contest in which they build a miniature boat they must navigate through various scenarios. Participation in the Coast Guard Academy summer program doesn't automatically mean a student will be accepted

as a Coast Guard cadet. Typically, 50 percent of AIM participants earn appointments to the Academy.

"... I also toured the Coast Guard Academy's campus and really liked it," said Malia Michel of Colorado. "The people I met there were definitely the best part. Since the Coast Guard Academy is so competitive to get into, people from all over the country were there. They were all a lot like me, very active in school and sports and just great people to interact with. I didn't know what anyone in my company looked like until Tuesday [Ed. Note: students arrive on Sunday] or even what the campus looked like until Thursday," she said. Michel learned that the Coast Guard Academy

would be a good fit for her. "I could make it there, if that's what I choose to do."

Helping make it all happen during AIM weeks are the Coast Guard Academy Admission Partners whose job it is to help find the next generation of Coast Guard commissioned officers. The primary role of an Academy Admissions Partner is to refer young people with interest in attending the Coast Guard Academy to an admissions officer.

Civilians began volunteering for the Coast Guard in 1939 with the establishment of the Coast Guard Auxiliary. In 1975, the Auxiliary began supporting Academy Admissions by recruiting prospective cadets to AIM. From 1996 to 2005, the Auxiliary helped Admissions through the Coast Guard Academy Team Eagle (CGATE) program. Today, Academy Admissions Partners include:

- ♦ Alumni of the Coast Guard Academy
- ♦ Active duty and Reserve personnel
- ♦ Parents of current and former cadets
- ♦ Members of the Coast Guard Auxiliary
- ♦ Coast Guard civilian employees

The Director of Admissions and the Associate Director of Admissions for Volunteer Programs supervise the Academy Admissions Partner program. A management advisory board assists them in developing policy, managing communications, training, and incentive programs.

Rewards for volunteering include:

- ♦ Pride for increasing awareness of the U.S. Coast Guard Academy and strengthening its reputation as one of America's finest institutions of higher learning
- ♦ Satisfaction in identifying men and women of character to lead our nation
- ♦ Fulfillment by playing an important part in bringing a young person to the decision to accept an appointment
- ♦ The opportunity to reconnect with old friends, coaches, teachers and classmates
- ♦ Satisfaction in contributing to benefit the extended Coast Guard family

Academy Admissions Partners choose their level of volunteer commitment. Volunteer activities include:

- ♦ Communicating with high school counselors and teachers the benefits of the education provided by the Academy
- ♦ Representing the Academy at local college fairs
- ♦ Conducting applicant interviews
- ♦ Presenting appointments at high school graduations

More Academy Admissions Partners participate in college fairs than any other event. During a college fair, Partners collect student information, distribute materials, and answer questions for prospective cadets and their families. Although a congressional appointment is not required for admission to the Coast Guard Academy, annual meetings with local congressional staffs who manage the service academy nomination process are scheduled. Partners also participate in congressional military academy meetings where prospective cadets and midshipmen gather to learn more about America's military academies.

The Academy cultivates relationships with high school teachers and counselors. Part of building the relationship is frequent visits to schools where Partners meet with teachers, counselors, coaches, or small groups of prospective cadets. In May and June of every year, Academy Admissions Partners are asked to make appointment presentations in their local area, usually in conjunction with high school graduation or award ceremonies.

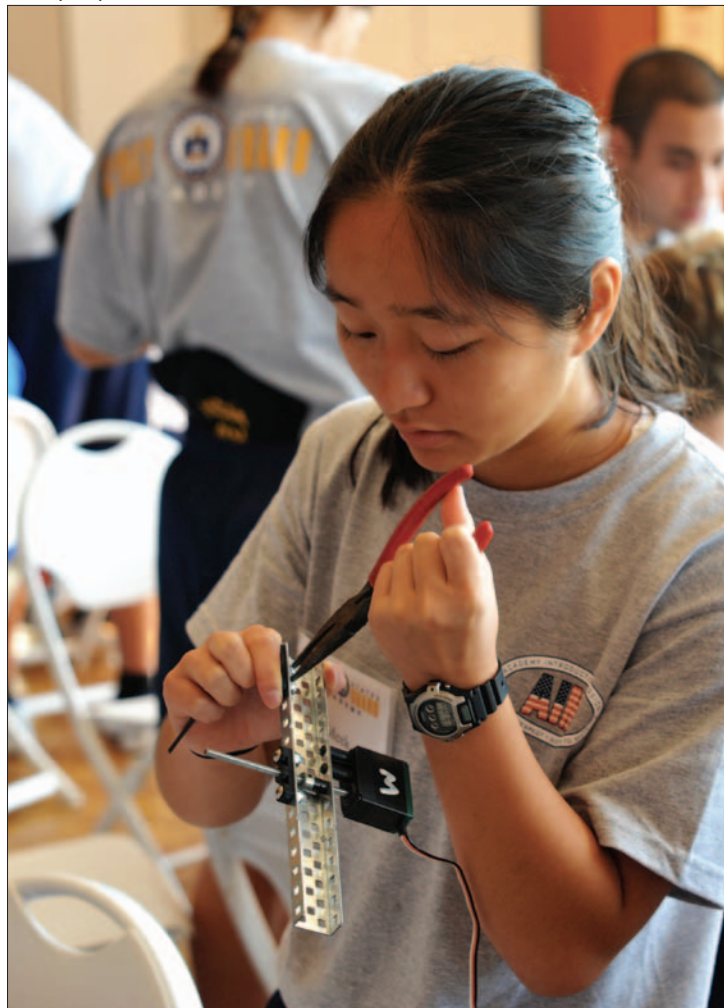
Partners also conduct informational interviews with prospective cadets.

These interviews are an important part of the Academy application process. Interviews are weighed in the decision to admit or deny an applicant.

At the Academy each July, Partners carry out the day-to-day operations needed to make AIM a success. Partners may greet students and parents, transport students to the hospital for treatment, act as safety observers for various activities, and carry out AIM administrative duties. Other tasks include serving as drivers, providing suggestions to second class cadets in the Cadre who work directly with high school students, and an assortment of other tasks. Partners are the grease that makes AIM work. ⚙️

Author Tom Nunes, Flotilla 10-8, East Valley, Arizona, is director, Department of Government & Public Affairs.

Photo by Barry Novakoff, Flotilla 79, Port Judith, Rhode Island.



In an engineering project, each company of AIMsters builds a boat that will compete at the end of the week.



Virginia Stanek, Flotilla 14, Denver, Colorado, packs a box with items from the uniform exchange.

Photo by Rudy Stanek, Flotilla 14, Denver, Colorado.

Honoring the Uniform

**The Auxiliary Uniform Exchange
unites sellers and buyers to everyone's benefit**

Original Navigator story by Rona Trachtenberg, Flotilla 65, New Bedford, Massachusetts, with current updates by the Navigator staff

Traditionally, Auxiliarists choose the missions they undertake. Once in a while a mission will choose the Auxiliarist. That is what happened 20 years ago to Virginia M. Stanek, Flotilla 14, Denver, Colorado, when a member handed her his new uniform to give away because his life had become too busy to serve.

Stanek got permission from her district materials officer to take the uniform to a conference where it sold immediately. Soon, members from all over began sending her overcoats, uniforms, and Auxiliary accessories. She enlisted the aid of her Auxiliarist husband Rudy, who filled their car and sold the uniforms at conferences near and far.

One of Stanek's more poignant encounters occurred when a bashful wid-


ower asked for help finding the right used uniform. "Men don't know sizes," she said, "so I looked him over and handed him a size 42 coat. It fit perfectly. Then, I handed him a size 36 trousers and they fit perfectly. I even found a combination cap that fit like it was tailored just for him."

All the money from the sale of items is returned to the sellers. "Members pay good money for their uniforms," she said. "Why not give the money back to them. Some request the money be sent to their flotilla, division, or the Coast Guard Mutual Assistance Fund." Stanek makes no commission from a transaction.

Exchange items are authentic and current. "Double knit uniforms have been obsolete for many years," she said. "I do not accept shoes, socks, civilian t-shirts, Air

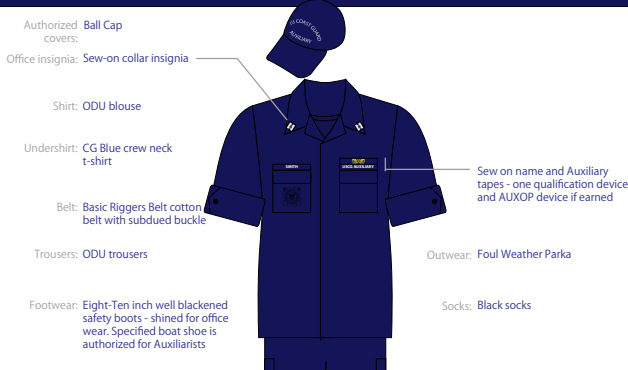
Force trousers, ties and belts. Out-of-date items, such as an old-style officer's cap device, are sold as collector's items."

When interested in buying one or more items, first contact Virginia by telephone or e-mail and let her know the item you would like to purchase. She will verify that it is still available then calculate the price, including the shipping, so you will know the precise purchase amount. Please do not send a check until you know that the item is available and the cost including shipping.

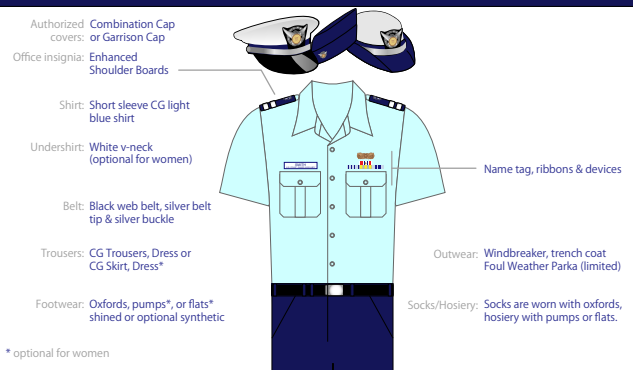
Since 1992, the Auxiliary Uniform Exchange has sold 5,238 pieces and returned \$39,870.20 to its owners. Items must be in good condition, clean and pressed before they are sent to the exchange. 

Wear Your Uniform with Pride

WEAR YOUR OPERATIONAL DRESS UNIFORM PROPERLY & WITH PRIDE



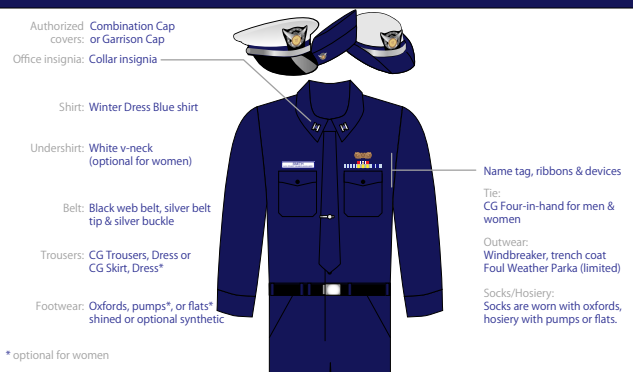
WEAR YOUR TROPICAL BLUE UNIFORM PROPERLY & WITH PRIDE



WEAR YOUR SERVICE DRESS BLUE UNIFORM PROPERLY & WITH PRIDE

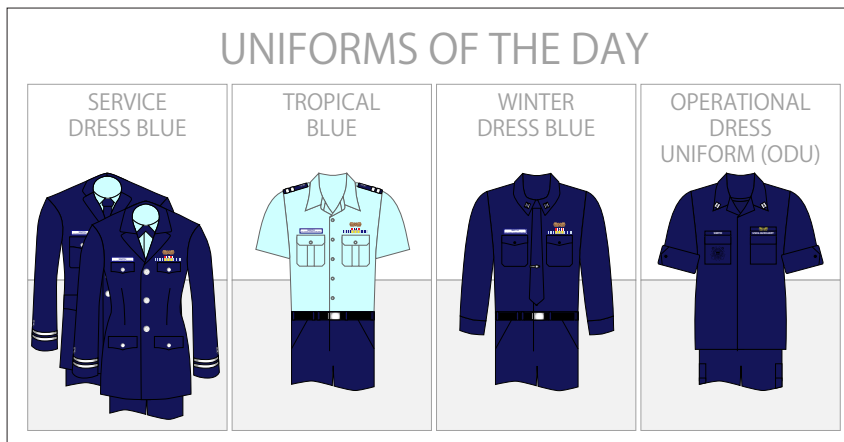


WEAR YOUR WINTER DRESS BLUE UNIFORM PROPERLY & WITH PRIDE



Graphics by Daren Lewis, Flotilla 76, Swan Island, Oregon.

UNIFORMS OF THE DAY



AUXMED

Auxiliary Health Services Programs

Coast Guard Auxiliary Health Services Support, AUXMED, is an innovative force multiplier that has provided trained, licensed or certified healthcare personnel to the Coast Guard's active duty health services for 10 years. Auxiliary health care providers and related allied health care workers are an ideal resource when the Coast Guard's clinics and sickbays are stressed due to increased demands or when backfill is needed during leave, temporary duty or long-term deployment. In addition, there is a need for skilled Auxiliarists to provide first aid, CPR, and first responder training to active duty and Coast Guard Reserve members.

The AUXMED program was implemented by the commandant in January 2003. Since then, hundreds of volunteers, some of whom joined the Auxiliary primarily to participate as healthcare volunteers, have offered their skills to meet the challenges facing the Coast Guard and our nation.

All Auxiliarist physicians, dentists, pharmacists, physician's assistants and nurse practitioners are credentialed to the same rigorous standards as their active duty counterparts; EMTs and registered nurses must submit their licensing and other required information. While under orders and acting within the scope of their credentialing, Auxiliary healthcare volunteers are protected from civil liability by the Federal Torts Claims Act.

Some current AUXMED team members include Vic Connell MD, AUXMED division chief, Flotilla 51, Vallejo, California, who has been a volunteer for the past 10 years at TRACEN Petaluma Coast Guard clinic ever since the AUXMED program began. He assists by performing all types of military physical exams, including annual periodic health assessments. He

provides urgent primary care services and backfills for Coast Guard medical officers when the need arises. He also assisted at the Coast Guard Academy clinic each summer coordinating medical team support to the Academy Introduction Mission (AIM).

Michael Colondrillo MD, Flotilla 84, Absecon Island, New Jersey, is an OB/GYN specialist and a volunteer at the TRACEN Cape May Coast Guard clinic who helps ensure that female boot camp recruits get their required physical exams and health care in a timely manner.

Joe Sopko MD, MBA, and his wife, Betsy MacIntyre MD, Flotilla 7-16, North Cleveland, Ohio, are internal medicine specialists who volunteer three half-days each month at the Coast Guard clinic at District Nine headquarters in Cleveland. They are the only physicians on-scene for the Coast Guard in Cleveland and they perform physical exams of all types.

Bill Tejeiro MD, Flotilla 6-11, Miami, Florida, is an orthopedic surgeon providing services to the Coast Guard clinic in Miami. He also had the unique honor of serving as medical officer aboard the USCG Cutter *Eagle* on her voyage through the Panama Canal several years ago.


Rick Curro DDS, Flotilla 10-10, Hackensack, New Jersey, has provided dental services at the Coast Guard Academy clinic for over 10 years.

Al Bello MD, Flotilla 39-06, Wilmette Harbor, Illinois, and Maureen Van Dinter, Flotilla 45-1, Westport, Wisconsin, a

registered nurse practitioner, volunteer monthly in Milwaukee at Sector Lake Michigan's sickbay. Maureen also provided many years of service to the Coast Guard Academy AIM program.

Auxiliary EMTs provide support to Coast Guard small boat station search and rescue units and Auxiliary certified first aid and CPR instructors teach the active duty and Auxiliary classes.

Since 2003 the goal of AUXMED has been to recruit and maintain a robust Auxiliary health services team. All Auxiliarists, especially unit leaders, can help promote this program by encouraging currently qualified Auxiliarists to participate in the AUXMED program, and by recruiting qualified candidates into the Auxiliary who will use their healthcare skills for the Coast Guard.

For more information, visit the AUXMED web page: www.hdept.cgaux.org/healthservices.html. 

The author, Commodore Victor Connell, is chief of the division of Auxiliary health services and the chief medical officer of the Auxiliary.



Dr. Bill Tejeiro, Flotilla 16, Miami, Florida, attending to a Coast Guardsman in sickbay while underway on the CGC *Eagle*.

Coast Guard photo.





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

On the Penobscot River, Auxiliarists and members of the Penobscot River Oil Pollution Abatement Committee are trained in spill containment boom placement by active duty from the marine safety unit, Belfast, Maine. A vessel provided by the Maine Department of Environmental Protection, served as a platform for photographers, Robert Young and W. Tom Sawyer, Flotilla 12, Bangor.

Member Training



Photo by Wilson Riggan, Flotilla 59, Stuart, Florida.

Fred Ross, instructor pilot, Flotilla 69, Opalocka, Florida, demonstrates use of emergency equipment at an annual AuxAir workshop at Coast Guard Air Station Miami.

Training is the key to a dynamic and efficient Coast Guard Auxiliary, capable of meeting the mission objectives of the Coast Guard.

Under the leadership of Dr. Robert Fong, director, Flotilla 31-6, Ludington, Michigan, the department helps district, division and flotilla staff officers deliver the training members need to qualify in various Auxiliary programs and to fulfill their individual objectives. The department also provides presentations, videos, instructional guides, DVDs and online classrooms that provide the gamut of skills and knowledge they need to qualify for Coast Guard missions performed by the Auxiliary. Member training staff officers provide hands-on, practical training both

in the classroom and on the water.

The department delivers training using multimedia, the Internet and distance learning. Members may access some courses online at a website and study at their own pace, while other courses are presented live by instructors over the Internet using various distance learning techniques such as webinars. Tests may be online open-book examinations or administered online through the National Testing Center with a proctor present with the member. The staff includes educators, media experts, course writers, editors and designers, mariners and leadership experts. The training department staff is organized to develop and deliver advanced and specialized materials to meet the needs of the membership.



Photo by Mike Brodey, Flotilla 74, Ventura, California.

Two Auxiliary vessels practice towing evolutions on an unusually placid Pacific Ocean near Channel Islands Harbor, Oxnard, California.

Instructional Services Division

Under Steve Putnoki, division chief, Hawaii Kai Flotilla 1-23, Honolulu, the role of Instructional Services is to edit and standardize the look and feel of training

products. The staff prepares and evaluates testing materials, and develops slide presentations and graphics used in student study guides, instructor guides and online training content. The division is currently



Photo by Mike Brodey, Flotilla 74, Ventura, California.

While underway on patrol, a trainee practices his knot tying skills.

exploring technology that would make online courses interactive.

Training Support Division

Under Dr. Dale Fajardo, division chief, Oyster Point Flotilla 15, San Francisco, California, Training Support helps member training staff officers and some departments with compatibility issues in converting existing course materials to online availability. The division also publishes the department's newsletter and maintains its website.

Distance Learning Division

Under the leadership of Matt Hammons, division chief, Flotilla 47, Metairie, Louisiana, Distance Learning is responsible for the National Testing Center, the Auxiliary Online Classroom, the Auxiliary Learning Management System and the identification and development of distance learning technology for online delivery of member training. Long term goals of the division include the ability to deliver all training, both self-guided and instructor-supported, online.

Value Added Training Division

Roy Savoca, division chief, Flotilla 44, Daytona Beach, Florida, and his staff are

District Eight coxswain training at Port Mansfield, Texas.



Photo by Judy Darby, Flotilla 42, Covington, Louisiana.

charged with the development of short, topic-specific online courses designed to advance members' general knowledge of the Coast Guard and the military protocol. Examples of Value Added Training courses under development are: Coast Guard History, Auxiliary History, Coast Guard Roles and Missions, Coast Guard Organization and Military Courtesy and Protocol. Future courses will be added in response to suggestions and need.

Advanced Learning Division

The AUXOP, or "Operational Auxiliaryist," program is an advanced training program for members who wish to assist the Coast Guard with a higher level of proficiency. Members who successfully complete their training are authorized to wear the AUXOP device and their membership status advances from Basically Qualified (BQ) to Operational Auxiliaryist (AX). The program has sometimes been called the "Ph.D of the Auxiliary," and members who



Crew trainee Pam Charles, Flotilla 38, Plantation, Florida, passes a heaving line during a qualification exam in Port Everglades, Florida.

Photo by Brian Lichtenstein, Flotilla 38, Plantation Florida.

attain AUXOP status increase their value to the Auxiliary and the Coast Guard.

Larry LaClair, division chief, Flotilla 38, Plantation, Florida, and his staff of subject matter specialists are responsible for the development and maintenance of the advanced Auxiliary specialty courses that form a large part of the core and elective courses required to qualify as an "Operational Auxiliarist." These subject matter specialists include mariners, experienced coxswains and surface operations specialists, meteorologists, and professional boat captains licensed by the Coast Guard. AUXOP courses that have recently been updated, or are nearing completion, include Communications, Seamanship and Navigation. AUXOP courses currently being updated or completely re-written include Weather, Patrol and Search-and-Rescue. The search coordination and execution course (AUXSC&E) is being modified for online delivery and distance learning with both self-taught and instructor-guided modules.

Leadership Division

Led by Commodore Steve Reams, division chief, Flotilla 14, Denver, Colorado, Leadership delivers elected and appointed leaders at all organizational levels instruction in leadership techniques, strategy and methods. Courses are developed in conjunction with, and approved by, the Coast Guard's Leadership Development Center and are designed to equip Auxiliary leaders with the same organizational leadership competency as their active duty counterparts, but modified for those who lead volunteers.

Whether the services and assistance of the training department are required "down under" or over yonder, the department is committed to providing the best training available, as economically as possible, using the latest technology. 🦿

The author, Andrew Anderson, Flotilla 38, Plantation, Florida, is deputy director of member training.



Photo by Wako Winters, Flotilla 59, San Pedro, California.

During training exercises, on Lake Isabella, California, Eric Williams, Flotilla 41 Northridge, California, and Mark Oshiro, Flotilla 5-12 Shoreline Marina, California, lift an unconscious victim dummy aboard an Auxiliary vessel coxswained by Robert Uy, Flotilla 41.



Photo by Larry Cox, Flotilla 53, Depoe Bay, Oregon.

Larry Cox, with crew John Welch, Flotilla 53, Depoe Bay, Oregon, is towed by CG Station Depoe Bay Oregon's 25-foot response boat during a crew training evolution.

Leadership on the Road

Member training can take an Auxiliaryist on an exciting adventure. Commodore Carol Urgola, Flotilla 48, Hamlin Beach, New York, has been in the Auxiliary for 25 years and involved at the national level since 1998. She served as a national directorate commodore for member services, was the national chief of staff in 2006 and has been teaching and writing leadership materials for the Auxiliary and Coast Guard since 2000. She is currently a member of the leadership guidance team.

As NACON 2011 was winding down, a discussion between COMO Urgola and COMO Robert Mellor, national training officer of the Australian Volunteer Coast Guard [AVCG], led to an exciting and rewarding experience.

"After permission was granted for the trip from the U.S. Coast Guard, the Coast Guard Auxiliary and the Australian Volunteer Coast Guard," COMO Urgola explained, "I began the task of designing a day-and-a-half (12 hour) leadership course for the AVCG's general membership, based upon their needs and my experience in teaching leadership for the Auxiliary and the Coast Guard. I drafted a course outline, instructor lesson plans, a slide presentation and activities to enhance leadership in their flotillas, which are like our flotillas in the USCG Auxiliary. Subsequently, I created a program to train facilitators to teach the course.

"After a draft of the materials was approved by the Australian training officer, I was invited to come to Australia as their guest to first present the course to their state training officers and members of their national executive committee. On March 18, 2012, I traveled under orders from the Pacific Area Commander with expenses paid by the AVCG.

"Next, I had to study Australian language conventions so I could present the materials in the 'down under style,' meaning that scenarios and terminology had to re-



A team building exercise is presented to a flotilla of the Australian Volunteer Coast Guard by COMO Carol Urgola.

flect Australia's customs and usage, rather than those of the U.S. The minor differences in our terminology and spelling were interesting and fun, such as the spelling of 'organisation' and my use of the proper office designations for the AVCG. I traveled first to Melbourne in the southern state of Victoria and alpha tested the course materials with the state training officers (the equivalent of our district training officers). There, I was treated to a tour of the city by their national commodore, COMO Ray Campbell after the course was completed.

"The training officers and the national staff made some suggestions as to the delivery of the course, then we travelled north to Kingscliff, a beautiful town on the Pacific Ocean in the state of New South Wales, where I prepared to teach the course to a flotilla.

"The members of the flotilla were warm and welcoming and treated me (and my husband Peter who accompanied me) as though we were old friends. The members were gracious hosts and very receptive to the materials I presented. COMO Mellor and his wife Daphne gave us a tour of New South Wales and the Gold Coast. We

learned about the functions of the Australian Volunteer Coast Guard, their facilities and capabilities. I learned that there is no military Coast Guard in Australia. The AVCG takes on the responsibility of safety at sea for the recreational boating public.

"In three weeks, after teaching 40 students in two different venues, I learned a great deal about our recreational boating safety partners in Australia and they learned from me as well. The experience provided many hours of international cooperation before and after the actual trip. Face-to-face experiences brought value beyond my imagination. We shared information and strengthened our Auxiliary's relationship with the AVCG. Some of the materials created for the Australians have also been incorporated into our own leadership courses, so both the AVCG and the USCG Auxiliary benefitted in many ways. From a personal perspective, it was a once-in-a-lifetime opportunity to experience the diversity of boating safety practices and the leadership needs of the AVCG." 🌐

The author, Matt Losch, Flotilla 23, Harris, Georgia, is a public affairs officer.

On his wooden operational kayak, Simeon Baldwin, Flotilla 41, Port Ludlow, Washington, with a paddlecraft operations team heading in after a patrol.



Photo by Simeon Baldwin, Flotilla 41, Port Ludlow, Oregon.

Paddling With A Purpose

Compiled by Stephen Ellerin, Flotilla 82, Longboat Key, Florida from a conversation with Dana Kirk, Flotilla 76, Fair Harbor, Ohio; Jeff Welker, John Reseck, and Simeon Baldwin, Flotilla 41, Port Ludlow, Washington; Andy Crowley, Flotilla 42, East Delaware County, Pennsylvania; and Tom Murphy, Flotilla 54, Yaquina, Oregon.

As paddlecraft vessels comprise an increasing percentage of annual boat sales nationwide, the Auxiliary is making sure that they register higher on its radar, as well. Although vessel examiners may once have laughed at the idea of performing ves-

sel safety checks on a canoe, kayak, rowboat, or stand up paddleboard, these vessels now represent an increasingly important recreational boating segment. Dana Kirk, the recreational boating safety department's branch chief for paddle sports, recalls a

member of the active duty at the Coast Guard station in Fairport, Ohio, reminding her that every time the Auxiliary performs a vessel safety check on a paddlecraft and educates a paddler about required equipment and safety regulations, the gold side considers it a “preempted search and rescue.”

As vessel examiners know, the Coast Guard considers both paddlecraft and stand up paddleboards to be “vessels.” Therefore, persons using them must abide by the Code of Federal Regulations when on federal waters. Required safety equipment for paddleboards includes a Coast Guard approved life jacket and a sound signaling device (ideally attached to the life jacket).

The Auxiliary offers four programs for paddlecraft: 1) vessel safety checks, 2) “Paddles Up Great Lakes!” 3) the Paddlesports America public education course, and 4) the paddlecraft operators qualification (PCO), currently operating in two districts.

Currently, only two districts—District 13 and District Five-North—have programs that authorize paddlecraft patrols. District 11-South has a proposal for its PCO program in the works and hopes to be the third district to implement it.

Paddlecraft as Auxiliary vessels

John Reseck, a paddler since 1952, joined the Auxiliary, with his wife, 16 years ago and today leads the push to increase the use of kayaks as Auxiliary facilities in his position as assistant district staff officer for paddlecraft in District 13. “The participation of paddlecraft as safety patrol boats,” says John, “can only boost our public image in a positive way, while it provides an additional avenue for safety outreach to the recreational boating public.

“As a paddlecraft operator (PCO) in District 13, I own two operational kayaks and do patrols on Puget Sound performing private aids to navigation verifications, venue viewing, ecological patrols of wetlands, regattas, first-light searches, and harbor patrols. For the last five years, I’ve paddled along the Hood Canal Bridge every Monday at 5:00a.m., checking lights and conditions.” Reseck’s mission saves the Coast Guard from sending a big boat



Jeff Welker (upright) and Peggy Welker during a qualification.

six miles down to the bridge and six miles back. Instead, he performs the mission at zero cost to the Coast Guard. In one recent year, Reseck performed 90 PCO patrols.

“Not only do paddlecraft cost virtually nothing to deploy, they cost virtually nothing to bring online, and they help draw younger boaters into the Auxiliary,” said Reseck. “It is a new tool in the Coast Guard toolbox. The problem is that, like any new tool, you have to learn how to use it in your area of responsibility.”

Simeon Baldwin joined the Auxiliary in November of 2007, qualified as a PCO in May 2008 and earned his certification as a boat crewmember in December 2008. His operational kayak is a 17’6” wooden Pygmy COHO (kayak) that he built himself.

As the paddlecraft officer for his flotilla, Baldwin coordinates paddlecraft patrols and operations with other division and district officers. His team conducts marina safety patrols, vessel safety checks, bridge inspections, aids to navigation verifications, chart updating, and safety patrols at regattas, triathlons, and paddlecraft races.

“As a strong paddler, I often serve as ‘sweep’ for less experienced paddlers at kayak events. By the end of one 35-mile event, I had towed five kayaks a total of nearly four miles, helping paddlers around troublesome headlands and tidal rips or into safe havens.”

Andy Crowley is division staff officer for vessel examinations in District Five-North. In August of 2010 he flew to Seattle to complete District 13’s Paddle Craft Operator qualification, in the chilly water of Puget Sound. “The next summer, I proposed the PCO program for District Five-North and the DIRAUX, Commander Johns, and CWO4 McGarrigal, our operations training officer were receptive. We worked together for weeks, revising and updating the qualification guide, and establishing the operating parameters for the program. Over the winter of 2011-2012, Cdr. Johns took the proposal through all the approvals needed and finally, one week before our 2012 Spring conference, he received final approval. Since then, six kayaks have been approved

Photo by Andrew Crowley, Flotilla 42, East Delaware County, Pennsylvania.



Left to right, Paddlers KC Murphy, Flotilla 15-8, Sayers Lake, Pennsylvania; Mark Wirtz, Flotilla 15-5, Northumberland, Pennsylvania; and Edwin Seda, Flotilla 14-1, Lancaster, Pennsylvania, training at Bald Eagle State Park, Pennsylvania.

as facilities, three more Auxiliarists have qualified, and several more members have started the qualification process. Normally, we operate in tandem with another paddlecraft or another Auxiliary vessel, patrolling areas closed to motorboats or too shallow for them, as well as areas frequented by paddlers.”

“District Five-North offers a variety of paddling opportunities, with both salt and fresh water tidal areas in three states,” Crowley continued. “In Pennsylvania, the state opened all of its state waters for Auxiliary patrols. With hundreds of lakes that prohibit motors or limit horsepower, this opens a vast opportunity for current and future Auxiliary PCOs.”

Paddling with a Purpose

One of the program’s primary goals is to interact with the paddling community to promote safe paddling. Kevin “KC” Murphy, a PCO in Flotilla 15-8, Sayers Lake, Pennsylvania, joined a recent kayak regatta as a fellow paddler. “As a result, paddlers who might regard Auxiliarists as outsiders

listened to his boating safety message and some are considering joining the Auxiliary. It looks like the PCO program will be a terrific recruitment tool,” he said, “and the recruits tend to be fit, conscientious boaters.”

Reseck agreed, “The best recruiting is by word-of-mouth at kayak groups. Ask the local paddle club to let you present a slide presentation. Jeff Welker, [Flotilla 41, Port Ludlow, Washington] created an excellent one that shows paddlers how they can serve both their country and their community by joining the Auxiliary.”


“A number of Program Partner sites have been developed in locations where paddlers shop, meet, and paddle” said Tom Murphy, a PCO and staff officer for visitation in District 13. Related to this was a major project during the first half of 2011 to distribute more than 5,000 paddlecraft ID stickers throughout our area of responsibility. This was very well received by the paddling community and has continued to serve as a “foot in the door” for paddlecraft vessel safety checks.”

District 13’s PCOs also support safe boating with display presentations and vessel safety checks at local kayak symposiums, kayak clubs and boat shows. They even contribute to flotilla revenue through the Auxiliary’s public education course, Paddlesports America. “This recently developed Auxiliary Paddlesports America course presents some significant challenges for instructors who are not familiar with the material,” said Murphy. “One PCO has taught three classes and invited attendance from other flotillas to model how the class can be taught and to provide consultation regarding various instructional issues. As a consequence, a flotilla in a major metropolitan area is in the process of scheduling this class as one of their regular offerings.”

Qualification

“To qualify as a PCO,” said Crowley, “a trainee must complete most of the signoffs required for boat crew. In addition, PCO qualification requires some unique on-the-water tasks. The trainee must be proficient with a rescue throw bag, be able to rescue another paddle craft, and be able to self-rescue. There is also a swim test, so a candidate spends a lot of time in the water on qualification day. The actual paddling skills required are pretty basic. Although we welcome them, world class paddling skills are not required. The training, qualification, and patrol model is geared to the average paddling enthusiast.”

Room to Grow

Those involved in the program may assist other districts in implementing a paddlecraft program of their own. Members who believe there is a need should inform their Coast Guard commanders that paddlers can be an asset in their sector. “Paddlecraft offers one of the best chances to increase our presence, while maximizing our precious resources, in an era of shrinking budgets,” said Reseck. “The first step in the process involves advising the DIRAUX and the operations training officer in a district to request the program.” District 13’s task book is available from John Reseck. District Five-North’s manual is accessible on its website. 

In on-the-water training during a Rules of the Road training class, John Och, Flotilla 17, Pensacola, Florida, practices keeping a lookout while underway.



Photo by Eric DeVoy, Flotilla 17, Pensacola, Florida.

Lookout!

Every vessel shall at all times maintain a proper lookout by sight and sound, as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision—Navigation Rules of the Road.

A 16-hour course available to members in the Eighth District-Coastal Region covers not only the rules of the road, but also the job of the lookout. “Each member of a patrol crew is constantly on lookout for any hazard that could potentially affect the patrol’s safe transit. The lookout’s job is to sight, identify, and accurately report to the coxswain, the relative bearing, range, position angle, and target angle of the hazard. Getting out on the water allows the students to understand

better the role of watchstander and that it is not just for the coxswain, but each crewmember as well,” said instructor Paul Shurte, Flotilla 17, Pensacola, Florida, a retired BMCS.

Inland Whistle Signals

Inland rules of the road are to be followed by all vessels navigating upon certain inland waters of the United States. The whistle signals below are signals of intent. The first two signals must be answered by the

other vessel in sight making the same signal before the proposed action is taken. 🚢

Signals and their Meaning

- One short blast—I intend to leave you on my port side.
- Two short blasts—I intend to leave you on my starboard side.
- Three short blasts—I am operating astern propulsion.
- Five or more rapid blasts—Danger or doubt!
- One prolonged blast—given when a power-driven vessel is leaving a dock or berth.



Chris Papas, The College of William and Mary class of 2015, is at the helm of a Coast Guard response boat while on 2012 summer operations. Papas later began his internship working in the Office of Vessel Activities at Coast Guard Headquarters.

Photo by Andrew Welch, Flotilla 25-12, Arlington/Northern Virginia.

Auxiliary University Program

Educate, innovate, and perform

In October 2011, Auxiliary University Program (AUP) units nationwide were honored as the first Auxiliary program ever to receive the Commandant's Innovation Award at the Coast Guard Innovation Expo. A small group of Auxiliary, active duty, and Reserve personnel—all serving as AUP students or staff—represented the entire program at the award presentation. They are part of a vibrant national

community that educates service leaders, innovates in the face of service challenges, and performs at a high level in the field.

AUP offers a two two- to four-year education, training, and leadership development experience to undergraduate and graduate college students. Students join the Auxiliary and affiliate with one of nearly ten local flotilla-sponsored, on-campus units nationwide. Students at schools

without an AUP unit are welcome to work “virtually” from their local flotilla. All complete a program of study incorporating basic Coast Guard and maritime education, operational training, leadership development, and more advanced maritime safety and homeland security topics. Students acquire operational and leadership experience through their real-world duties on the water and at the waterfront, as interns



JD DeCasta, mechanical engineering senior at Auburn University, repacks the wheel bearing on a Coast Guard boat trailer at Station Dauphin Island.

in professional settings, and as emergency responders to incidents in their local area. Program graduates have many opportunities available to them: they may choose to serve part-time in the Coast Guard Auxiliary, or apply to the Coast Guard Reserve or active duty, pursue careers within the maritime or homeland security community, attend graduate school, or enter the private sector. With no post-graduate military obligation, all have the opportunity to apply

their Coast Guard Auxiliary training and their college education as successful leaders in whatever career they choose.

Students, graduate fellows, professors, and other maritime subject matter experts contribute to the Coast Guard Innovation Program through directed research and development matching academic interests with Coast Guard need. Internships, often for academic course credit, take the experience further as students spend a semester

Current AUP Units

Auburn University
The Citadel
The College of William and Mary
Virginia Tech
Los Angeles—Long Beach
(all LA-area schools)
Washington, DC
(all DC-area schools)

New for Fall 2012

North Carolina (NC State,
UNC-Chapel Hill, Duke)
Maine Maritime Academy
The Stevens Institute
of Technology

working alongside their active duty, Reserve, and Auxiliary shipmates in the office or underway at boat stations around the country. The innovation team works with the Coast Guard, and also with Department of Homeland Security and other maritime community partners. AUP Innovation projects have included knowledge management, marine pollution modeling, geographic information systems, Arctic pollution research, strategic development, public policy, maritime domain awareness, and port security.

A relatively new effort targets students and alumni of business, information technology, education, public policy, and other related fields of study. When fully operational, AUP organizational performance will assist universities, Auxiliary units, and other Coast Guard commands in achieving Coast Guard goals for mission execution, mission support, and force readiness. Participants have an opportunity to serve in meaningful assignments working alongside active duty and civilian counterparts. Drawing on the innovative work occurring throughout AUP and combining that work with tools such as the Commandant's Performance Excellence Criteria and Coast Guard Business Intelligence, these Auxiliaries take on emerging challenges, operationalize new processes and technology, develop curriculum, and deliver training.

Photo by Andrew Welch, Flotilla 25-12, Arlington/Northern Virginia.



Alexandra LaRiviere (The Citadel class of 2014) and Stephanie Hutton (Penn State class of 2014) practice open water survival skills in a life raft while on summer operations at Coast Guard Station Milford Haven in Sector Hampton Roads.

Photo by Jake Shaw, Flotilla 8-12, Auburn University, Alabama.



AUP member Landon Elliott working recovery following a tornado that struck Lake Martin in April of 2011.

A key long-term Coast Guard strategic asset

Coast to coast, AUP is actively engaged supporting Coast Guard operational and administrative requirements, providing trained crews to enhance the safety and security of our nation's waters, and promoting and improving recreational boating safety. Students, staff, and affiliated members also work at the cutting edge of Coast Guard innovation, research and development, and high level strategic needs that make the Auxiliary University Program one of the Coast Guard's key long-term strategic assets.

Nick Zarembo (The College of William and Mary class of 2012) became the first to complete an AUP Coast Guard internship. During his four-month internship, Zarembo provided editorial input for the Commandant's Direction and the Evergreen workshop. As the youngest participant in these endeavors, his perspective was highly valuable as he imbued youthful insights into the final written products. Zarembo was also the first AUP member to complete the full four-year program of study while simultaneously recruiting and training 21 fellow Auxiliary students. Following in his footsteps, subsequent interns now take their experiences back to their flotillas and college campuses, significantly raising the profile of the Coast Guard Auxiliary in and amongst tens of thousands of students each year.

One of those subsequent interns is Alexandra "Sasha" LaRiviere (The Citadel class of 2014), who became one of the first AUP members to complete the new "Operations Week" at a small boat station in May of 2012. For eight days at the start of the summer season, LaRiviere and two of her AUP shipmates (one from The College of William and Mary, and one from Penn State University) worked and trained aboard small boats at Coast Guard Station Milford Haven in Virginia. Each went on to Coast Guard Headquarters internships, but LaRiviere returned to the field again in July for a week at Coast Guard Station Washington. Her internship in the Office of Contingency Planning took her to the War of 1812 "Sailabration" com-

mand center in Baltimore, underway with a buoy tender on the Chesapeake Bay, to the FBI Academy, and underway for a search and rescue exercise with Flotilla 25-12, Northern Virginia. Having qualified as an Auxiliary vessel examiner and emerged as a leader both to her fellow interns and through her contributions nationally, LaRiviere returns to the AUP unit at The Citadel ready to mentor younger shipmates as they begin their Coast Guard journey.

AUP's success is attributable to "big thinkers" like Jake Shaw, officer in charge at AUP unit Auburn in Alabama, who steadfastly challenged and ultimately galvanized Auxiliary leadership to assist in establishing one of the nation's first AUP units. He was later instrumental in directing five of his ICS-trained members in an immediate, critical response after deadly tornados and devastating floods struck Alabama in 2011. Unit Auburn's academic and first-response training, methods and tactics have assisted the university's president in his work as a member of the Department of Homeland Security's, Homeland Security Academic Advisory Council, whose membership also includes the Coast Guard Academy. This council is charged with identifying and implementing national security strategy objectives specific to practical utilization of universities during disasters, the direction of science and technology research, and the recruiting of top talent. The input of Shaw and other AUP participants directly and positively impacts the council's vision and expands their "realm of the possible" by providing the Auxiliary University Program's unique national "blueprint."

Aligned with the Commandant's Priorities

AUP is sustaining mission excellence. Citadel student William Singletary performs a vessel examination; Virginia Tech's Robert Pol serves as a Reservist in a port security unit; George Washington University's Cole Ashcraft serves underway as crew on an Auxiliary vessel. These real-life examples are commonplace because AUP members are performing the Coast Guard's missions right now, acquiring operational experience that builds on the leadership and profes-

sional competencies developed through AUP on campus.

AUP is re-capitalizing and building capacity for the Coast Guard and Coast Guard Auxiliary. Seeking to create a way for students to work collaboratively and manage program knowledge following personnel rotations, Dave Kraemer, an AUP class of 2010 graduate from The College of William and Mary, worked with his advisor to successfully prototype what became known as "CGAUXNET." The system has been adopted by units and offices throughout the Coast Guard Auxiliary as a way to share, archive, connect, and search documents, public web content, and institutional knowledge from a desktop, smartphone, or tablet computer. Though Kraemer has since moved on to law school, AUP students and staff have continued advancing the information technology and knowledge management work that he helped to launch several years ago.

AUP is enhancing crisis response and management. Coast Guard Auxiliarists from Auburn University spent 2011 in emergency response mode as storms, tornadoes, and flooding struck their home state. Members cleared brush at Maxwell-Gunter Air Force Base so that emergency equipment could move in following an April tornado. In November, the unit sprang into action once again, clearing brush, assisting the local fire department, and keeping others out of harm's way during their community's time of need.

AUP is preparing for the future. During the summer of 2012, AUP members reported aboard for operations at Coast Guard boat stations and Coast Guard Auxiliary flotillas around the country. They quickly adjusted to life away from campus and began training for boat crew and vessel examiner qualifications. Some continued operationally throughout the summer while others transitioned to internships in the Offices of Vessel Activities, Contingency Exercises, Strategic Management and Doctrine, Public Affairs, Facilities, and Human Resources. They are all practicing new skills, thinking more deeply, and learning lessons in leadership that college students with an interest in

"I have found the Coast Guard Auxiliary University program to be an excellent supplement to our Coast Guard Auxiliary support programs. We have enjoyed the talents of college students working at our operational units, and connecting with our active duty forces, in ways that our more mature Auxiliary forces are unable to match. These Auxiliarists function essentially as highly motivated, bright cadets, midshipmen, and officer candidates who bring the experiences of modern university accomplishment to our active workforce and our Auxiliary flotillas. They encourage membership growth in the Auxiliary, and provide a new, fresh perspective on the Auxiliary to our active duty forces.

"I have been especially impressed with our Auburn University program here in Sector Mobile. This has brought exceptionally talented science, business, and engineering students to Coast Guard Station Dauphin Island where they have supported station boat crew operations. They've been well prepared, highly teachable, and immediately useful to support operations. They come ready for work, without pretense, but full of enthusiasm. Additionally, we've found these students to be prime candidates for future active duty or Reserve service in the Coast Guard—well within eligibility standards, and already familiar with our Coast Guard ethos and core values. And, they take that enthusiasm back to their campus, where others learn about the Coast Guard and the Coast Guard Auxiliary."

Capt. Don Rose, USCG
Coast Guard Sector Mobile

the Coast Guard and a passion for the sea could have only dreamt about just a few short years ago. 🌊

The author, Andrew Welch, Flotilla 25-12, Arlington/Northern Virginia, is flotilla commander and branch chief, Auxiliary University Program.



Photo by Barry Novakoff, Flotilla 79, Point Judith, Rhode Island.

Dr. Robert Fong, director, member training, Flotilla 31-6, Ludington, Michigan.

Evergreen—

... and leadership dialogue chart the way.

In 2009, the Auxiliary held a three-day workshop with 60 Auxiliary leaders and 14 active duty officers who looked out 30 years in the future to envision what the Auxiliary needed to do starting the next day to be effective then.

Since then the Auxiliary, working with a version of the Coast Guard's Evergreen process, has held workshops at N-TRAIN, NACON, and Auxiliary All Flag conferences to provide high-level insights about future paths, challenges, and dilemmas facing the Coast Guard Auxiliary. Workshops participants include: district commodores, assistant national commodores, district chiefs of staff, department directors and their deputy directors.

The goal of these sessions is to familiarize Auxiliary senior leaders with what the executive leadership sees as critical to the future of the organization. Led by the planning and performance directorate, the sessions use scenario-facilitated discussions that reach recommendations.

"This is an outstanding group to work with for strategic planning," said Fred Gates, assistant national commodore for planning and performance, "because it brings together the experience and knowledge of the field with the elected district commodores and their chiefs of staff and the program management skills of the appointed department directors and deputies."

The 2009 Evergreen workshop was a shortened version of the Coast Guard's workshop and was the first time the Auxiliary went through the same planning scenarios as the active duty, Reserve and civilian workforce. They provided organizational courses of action for the Auxiliary to be involved in the Coast Guard's future operating environment.

One of these workshops looked at the nearer future. "Meltdown" looked at what would happen to the national economy in a severe downturn and what the Auxiliary would need to do to remain an effective force," Gates said. "Ironically, the scenario

became a reality, but the policies and processes the group recommended helped the Auxiliary stay viable."

In another scenario, the group took a hard look at the Auxiliary's public education program and made strategic, rather than tactical, recommendations for reversing the decline in Auxiliary-delivered boating education.

"Our job is to identify and analyze significant emerging maritime safety, security, economic, and environmental issues and trends," Gates said. "We seek to understand their potential impact on the U.S. Coast Guard Auxiliary and to develop targeted strategies to ensure the Auxiliary's relevance and success in future operating environments. It's our job to keep thinking about tomorrow." 🌀

The author, Fred Gates, Flotilla 16, Oceanside Harbor, California, is assistant national commodore for planning performance.

MWR: Taking Care of Those Who Protect and Defend

The mission of the Coast Guard Morale, Well-Being, and Recreation (MWR) Program is to uplift the spirits of the Coast Guard Family.

Peter Lopez, Flotilla 6-11, Miami, Florida, joined the Auxiliary in 2009. During an event, he learned about a job opening at the "Gator Den," an MWR-operated food and beverage facility on Base Miami Beach. With aspirations of becoming a chef, Lopez jumped at the opportunity to hone his food service skills and was hired in February 2012. Recently, at the Armed Forces food and beverage training workshop in San Antonio, he attended MWR breakout sessions, networked with industry professionals, and completed courses with credit toward his professional certification.

MWR Benefits All Auxiliarists

As an Auxiliarist you are eligible to use the benefit programs of the Coast Guard Exchange System (CGX) and MWR programs. You have limited exchange privileges and may purchase tax-free merchandise, with the exception of alcohol and tobacco. You also have limited access to military exchanges of the other services for the purchase of uniform items.



The MWR program provides a wide array of programs and activities such as fitness centers, gymnasiums, and picnic areas, movie theaters, travel services, bowling centers, and even food and beverage operations. The facilities and services vary at each Coast Guard installation. To find out what is available through your MWR program, visit www.uscg.mil/mwr.

Whether you are an Auxiliarist, an MWR employee, (or both - like Peter Lopez), you can take advantage of these benefits. Visit www.cg-exchange.com and sign up to receive flyers, e-mail and other information regarding sales promotions and coupons. Visit us on Facebook and become a Fan!



**Peter Lopez, Flotilla 6-11,
Miami, Florida**

Coast Guard Mutual Assistance "We Look After Our Own"

To all Coast Guard Auxiliary Members who donated to Coast Guard Mutual Assistance (CGMA) this year, whether individually or through your district, region, or flotilla...THANK YOU!

The Coast Guard's own financial assistance organization, CGMA is a donor supported nonprofit. True to its motto, "We Look After our Own," CGMA does not solicit funds outside the Coast Guard community—your donations are key to helping CGMA meet the financial challenges facing Coast Guard and Coast Guard Auxiliary families and individuals. From its beginnings in 1924, CGMA has been there to help shipmates who are weathering a season of unexpected financial hardship. CGMA offers:



- Financial assistance to prevent privation (food, shelter, clothing, loss of loss of utilities) and to meet other emergency needs
- Help with post-secondary education costs
- Free financial counseling and debt management services through the National Foundation for Credit Counseling (NFCC)

If you find yourself in dire straits financially or are looking for some assistance with education expenses for yourself or dependent children, check out CGMA online at www.cgmahq.org, or call 800-881-2462.





Cornerstone Two: Recreational Boating Safety



Bill Wicks, Flotilla 74, Ventura, California, explains the types and proper use of flares to visitors at the Station Channel Islands Harbor Safe Boating Expo in Oxnard, California. The Expo is produced by Henry Goldman, Flotilla 74.

Photo by Jim Smeal, Flotilla 74, Ventura, California.



Cape Hatteras shore is a destination for enthusiasts seeking world class conditions for kiteboarding, standup paddle boarding, surfing and many other watersports.

Photo used by permission of Nate Appel, Real Watersports, Waves, North Carolina.

File a Flight Plan

Keeping kiteboarders and paddlers safe on Cape Hatteras is a community effort

Take a skinny barrier island jutting far into the Atlantic renowned for wild weather. Add a tiny resident population of only 5,000 and assault them with 2.4 million seasonal tourists, beachgoers and fishermen, including 14,000 watersports enthusiasts and, clearly, help will be needed. Volunteers in Cape Hatteras Flotilla 16-4 came to the rescue with a plan.

Hatteras Island is a 60-mile-long North Carolina barrier island, world-famous among extreme watersports enthusiasts for its high winds, challenging Atlantic ocean-side surf conditions, and the friendly shallow waters of Pamlico Sound—ideal conditions found only on Hatteras Island. The rapid expansion in local watersports facilities and expert instruction, draw increasing numbers of novice to professional-level watersports enthusiasts alike to this east-coast destination. Kiteboarding and

standup paddle-boarding are activities now growing by more than 20 percent per year as Hatteras Island becomes recognized as *the* destination for these new sports. The location also draws kayakers and windsurfers from all over the U.S., Canada and Europe. Especially in high wind conditions, these visitors can strain the resources of community volunteer land and water rescue squads, and the two Coast Guard small boat stations at Hatteras and Oregon Inlets. In an effort to extend recreational boating safety while conserving rescue resources, Hatteras Island's Flotilla 16-4 developed an innovative watersports safety project in consultation with local industry leaders, rescue squads, and the Coast Guard.

The "Watersports Flight Plan" was conceived by Auxiliarists Charles Votaw and others as a way of extending Flotilla

16-4's safety outreach under conditions particular to the popular Cape Hatteras destination. "Public response to the new Watersports Flight Plan is beyond all our expectations," said William G. "Bill" Hennig, Jr., Hatteras flotilla commander. "It has also brought new life to the flotilla's recreational boating safety partner visitation program."

The Watersports Flight Plan is freely available and double-sided. The front shows a map of Hatteras watersports activity areas, color-coded to define low, medium and high risk zones. It contains a form to be completed voluntarily by watersports enthusiasts recording their planned route information, expected time of departure and return, and an emergency contact phone number. It also outlines local rules and safety information for kayaking, kiteboarding, stand-up paddle-boarding

and windsurfing. The back page provides information in English and French to assist visitors when reporting water emergencies to 911.

Local watersports vendors and Hatteras businesses welcome the program as a time-saving and cost-effective tool to provide visitors local water safety information, while avoiding possible water-related tragedies.

District Five-Southern Region leaders lost no time in encouraging the Hatteras initiative, since the Watersports Flight Plan conforms to the current Auxiliary policy of extending boating safety to all recreational watersports through education, guidance, and voluntary industry participation. The plan was approved by Commander Robert A. Engle, Director of Auxiliary, Coast Guard Fifth District, who recommended national level application of the program if it proved successful on Hatteras Island.

The Flight Plan is also supported by the Dare County Emergency Management Service, supervising volunteer rescue squads, and the National Park Service which controls much of the shoreline. For the U.S. Coast Guard and local rescue services, it helps save lives while minimizing unnecessary search and rescue efforts, thus helping reduce costs to local agencies.

To get the program going initially, the Auxiliarists rolled out the program to the ten largest watersports instruction and rental equipment vendors on Hatteras Island. Each vendor was given a limited number of the printed plans and a CD to permit them to reprint as needed at their own expense.

It soon became apparent that printing costs were a major deterrent to the success of the safety program. Faced by this setback, the flotilla applied successfully to the Outer Banks Community Foundation for a \$3,000 grant to cover printing costs for 14,000 copies of the document on waterproof paper, and 55 presentation holders.

In 2010, 4,000 copies of the Watersports Flight Plan were in the hands of more than 90% of watersports industry companies, campgrounds, hotels and rental agencies on Hatteras Island. Charlie Votaw commented, "Distributing late in the year



Photo by Shirley Votaw, Flotilla 16-4, Cape Hatteras, North Carolina

Frank Wells, a Hatteras Island watersports enthusiast, files his flight plan on the dashboard of his car before embarking going kiteboarding.

paid off. Each business was still open, planning for the new season, but no staff person was too busy dealing with customers to listen to us." During 2011, an additional 3,000 copies were distributed and, in 2012, 4,500 copies were given out, especially to businesses recovering from Hurricane Irene's devastating flooding.

Flotilla 16-4's immediate past flotilla commander, Travis L. Cullifer, expressed confidence that, "Once research data proves the success of the safety project, it will gain commercial support and funding from other grant agencies. Moreover, documented success may lead to extension of the water safety program's geographic reach in the Outer Banks and other localities."

The Watersports Flight Plan is fully integrated with the flotilla's partner visitation program. The program roll-out was so well received that Votaw and his team used the Watersports Flight Plan to spearhead acceptance of other North Carolina Wildlife Commission and USCG-approved boating safety pamphlets. This led to a 300 percent increase in the flotilla's listing of program visitation partners in the closing weeks of 2011.

What effect has the Hatteras flotilla's Watersports Flight Plan had on watersports safety? It is difficult to attribute success to a single measure in a complex interplay of events including improvements in sports equipment and instruction, more aggressive beach patrolling by Chicamacomico Banks Fire & Rescue, Hatteras Island Rescue Services, and greater awareness of risks by visiting watersports enthusiasts due to the USCG Auxiliary initiative. Nevertheless, Lora Nock, assistant director of Dare County's 911 Central notes that water rescue missions declined 27 percent from 362 in 2009 (the year the program began) to 264 in 2011. Significantly, Flotilla 16-4's approach to water safety is supported by USCG motor life boat stations at Hatteras and Oregon Inlets, Chicamacomico Banks and Salvo Fire & Rescue Services and visitors to Hatteras Island. 🌊

The author, Arthur Hammond-Tooke, Flotilla 16-4 Cape Hatteras, North Carolina, is a recreational boating safety program visitor and co-creator of the Watersports Flight Plan.

RBS in Action

When Flotilla 9-11 in Cary, North Carolina, brought together a committee of one member each from public affairs, public education, marine program visitor, and vessel examiner, it discovered a new way to promote recreational boating safety (RBS).

“Unless a new boat owner specifically asks,” Jim Ashley, flotilla staff officer for public affairs said, “he sails out the door of the dealership with little, if any, safety information. In fact, there is probably more safety information included with a small lawnmower than a bass boat with a 200-hp motor on the transom.”

After discussions with several local dealerships, the committee collected a packetful of safety information specific to the type of boat purchased: power, sail or paddlecraft.

The packets include federal and state regulations, information on how to schedule and pass a vessel safety check, Auxiliary public education offerings, the address of the Auxiliary’s local and national websites and pamphlets on various boating safety subjects.

They place the material in 6½ x 9½ white envelopes which are delivered by program visitors to dealerships and retailers. Along with the manufacturer’s documentation, the buyer receives the RBS packet from the last person he sees after the purchase is finalized.

“At power and sail dealers,” Rickey Billingsley, program visitation officer, explains, “the finance manager is typically the last person a new boat owner sees; at paddlecraft retailers it’s usually the store’s cashier.”

Program visitors also discovered that some dealers were selling life jackets rated below the speed of many of their boats and that many sales people were unsure which life jacket a boat buyer needed. To solve the problem, the RBS committee



laminated display cards with the Coast Guard requirements. Program visitors position the cards near the dealers’ life jacket displays.

In yet another initiative, the committee purchased inexpensive whistles they give to paddlecraft rental dealers in a plastic zip bag with a note saying the gift was provided by the Coast Guard Auxiliary and information about upcoming vessel checks and boating safety classes. Boat dealers and sporting goods stores praise the new program.

Flotillas 9-11’s RBS committee also helps public affairs and public education

officers prepare for boat shows. Before a show, they make sure all members staffing the show know when and where the next Boating Safety classes are to be held and when the next vessel safety checks will take place. Program visitors put that same information in every dealer’s booth.

With a little brainstorming, Flotilla 9-11’s committee developed an innovative approach to promoting recreational boating safety—a cost effective way to deliver key information to new boat owners at the point-of-sale. 🌀

The author, Stephen Ellerin, Flotilla 82, Longboat Key, Florida, is liaison to the U.S. Power Squadron.



Maxx White, center, West Marine, hands a safe boating information packet to Chris Williams, as Williams takes possession of his new kayak. The RSB Committee of Flotilla 9-11, Cary, North Carolina, assembles the packets tailored to paddlecraft, motor or sailboats for marine dealerships and retailers who, in turn, give them directly to purchasers before they leave with their new boat. Perry Taylor, vice flotilla commander, has a new PDF for Williams.

SLO Partners

Examples of successful federal-state recreational boating safety (RBS) programs abound. An invigorating sense of cooperation is improving RBS results in South Carolina where the Department of Natural Resources is advertising Auxiliary classes on their website and allowing students to register online. According to Lt. Billy Downer, head of South Carolina's DNR boater education, "The Auxiliary partnership has increased boating education student enrollment by 15 percent."

The Lake Murray Safety Consortium (LMSC), a loosely knit group of boating safety organizations, is made up of: the Coast Guard Auxiliary, South Carolina Department of Natural Resources, four county sheriff's departments (Richland, Lexington, Saluda and Newberry), the Lake Murray Power Squadron, South Carolina Electric and Gas, Lake Tours, Inc., and the Lake Murray Association. LMSC meets monthly to exchange ideas and to learn about each other and how they can help educate boaters. Two years old, LMSC is successful because of the commitments of each member organization. Recently, LMSC received \$3,614.00 for boating safety signage from BoatU.S. in a highly competitive Facebook contest. Its member organizations are teaming up to change the way local boaters think about boating.

In Arizona, the state Game & Fish Department pays for ads for Auxiliary public education classes. Auxiliary members assist Game & Fish in training new officers in boarding practices, seamanship and related topics. Each major lake has an Auxiliary liaison officer who works with the local sheriff to coordinate patrols and other RBS activities. While the Coast Guard Auxiliary state liaison officers (SLOs) and state boating law administrators (BLAs) meet quarterly, an annual meeting takes place each January at which the previous year's activities are reviewed and plans are made for the coming year. Participants



Lake Murray Safety Consortium members held a press conference discussing their united effort to increase the public's awareness of boating safety on the popular lake in South Carolina. Festus Burchfield, Coast Guard Auxiliary state liaison officer, East Cooper Flotilla 12-6, Mt. Pleasant, South Carolina, is flanked by law enforcement marine patrol units.

include the district commodore, sector commander, and the Coast Guard district RBS specialist.

SLOs communicate how states, the Coast Guard and the Auxiliary can combine their efforts to enhance recreational boating safety. The program allows the Auxiliary to supplement state efforts in search and rescue, safety and regatta patrols, public education, vessel safety checks, verification of state-maintained aids to navigation, and related areas. SLOs also work with BLAs on boating issues involving navigable, as well as, state-owned waters – wherever Auxiliary members work to foster boating safety.

The National Recreational Boating Safety Program Strategic Plan, signed by 18 organizations, outlines a strategy for increasing recreational boating safety efforts. The primary mission is to ensure a safe, secure, and enjoyable recreational boating experience for all by minimizing loss of life, personal injury, and property damage. SLOs are part of that plan.

District commodores appoint a SLO for each state in their district. States covering more than one district have a single SLO unless the state requests multiple liaisons. SLO appointees need to be well

versed in boating within the state as well as Coast Guard policies and procedures. SLOs are boating safety Auxiliary ambassadors in their respective states.

SLOs working with state BLAs and state education specialists help develop and maintain a productive state-federal recreational boating safety program. They review the state's boating education goals to determine what additional cooperation is needed between the Auxiliary and the state; ask the BLAs help in getting the word out concerning Auxiliary public education courses, distribute state boating literature to Auxiliary units, keep BLA staff supplied with Coast Guard and Auxiliary RBS pamphlets, posters, and videos; identify where Auxiliary patrols are needed on state-owned waters; encourage joint state/Auxiliary participation at boat shows, marine events, and other RBS opportunities. They also develop recognition for Auxiliary work.

Working with state and local representatives, Auxiliary members are making a difference in reducing accidents and improving safety on our inland and coastal waterways. 🌊

The author, Barbara Burchfield, Flotilla 12-6, East Cooper, South Carolina.

Photo by Barbara Burchfield, Flotilla 12-6, Mt. Pleasant, South Carolina.



Flotilla 53, Depoe Bay, Oregon, performed 42 vessel safety checks the week of National Safe Boating Week in spite of rain showers almost every day. Flotilla 53's Dorothy Bishop, makes a house call towards a flotilla total of 104 vessel checks, year-to-date.

Photo by Donna Cox, Flotilla 53, Depoe Bay, Oregon.

Virtual VSC

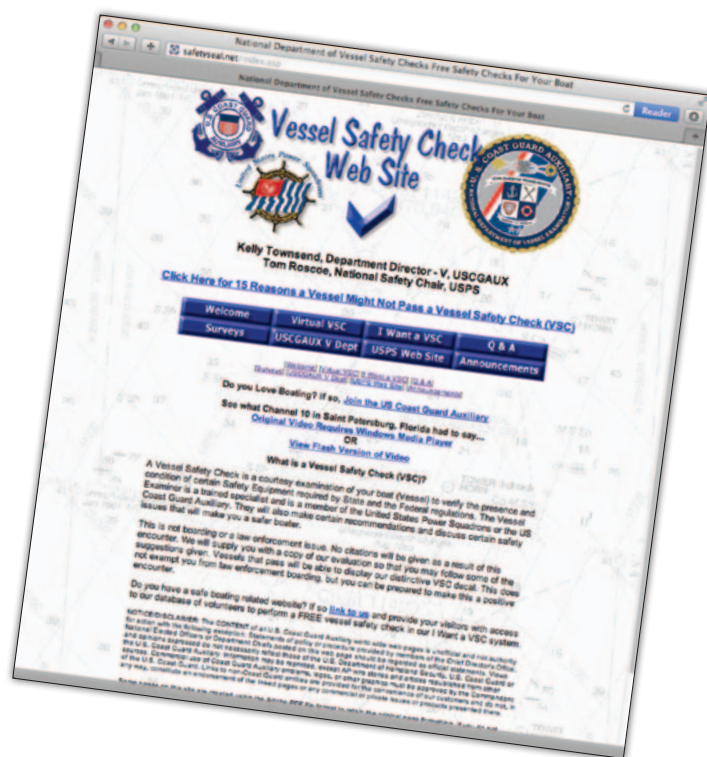
Where do recreational boaters go online to prepare for, or schedule, a free vessel safety check? First stop should be <http://safetyseal.net>, the Department of Vessel Examinations' fully interactive website. Twelve years in the design and building, it fields questions and provides answers to the boating public seamlessly. From the "Welcome" page, click "Home" to reach the "Vessel Safety

Check" page where a boat owner has the option of clicking on tabs that provide an abundance of information, for any boat whether kayak, personal watercraft, sail or power. For example, one can click the "Virtual VSC" tab and, after answering a few key questions about his or her own boat, and navigating through a list of the equipment federal law requires for a boat of that size and type, the Virtual VSC

tells the owner whether his boat is likely to pass a safety check.

One of the site's most-used features is "I Want a VSC," which allows a boat owner to request a vessel safety check from a qualified examiner within a specified mileage radius, sorted by zip code.

The "Q & A" tab allows one to post a question and get an answer from Auxiliary experts. The question with its answer is



stored in a database, where visitors can page through them to pick up good safety tips and basic information, or enter a key word to search for information on a specific piece of equipment. Similarly, Auxiliary vessel examiners can get their questions answered by clicking the "Members Q & A."

The idea for the Vessel Safety Check website came to Paul Mayer, now division chief for communications, in 2000, when an email requesting a vessel safety check was forwarded to him. Mayer forwarded the request through his chain of leadership until it reached the staff officer in the community where the boater lived.

Mayer knew that he could design a better way. He had already created a tool to find boating classes by zip code filter on the District Seven website. John Combs, then deputy director of the "V" depart-

ment, suggested that he try doing the same for vessel examinations. He then sent out an invitation to all examiners to sign up as volunteers in this new tool.

Today, the system taps over 8,000 volunteers from the Auxiliary and Power Squadrons on call around the nation to schedule 10,000 VSC requests a year.

Mayer still monitors the system and personally steps in to help nearly 200 boaters each month make contact with the right volunteer, when spam filters or expired email addresses thwart the system.

Since its inception, this service has provided hundreds of thousands of boaters in America with free vessel safety checks.

The author, Stephen Ellerin, Flotilla 82, Longboat Key, Florida, is liaison to the U.S. Power Squadron.



On March 14, 1944, the Cape May flotilla inaugurated a class called Piloting and Seamanship for youths 13 to 17 years of age. Thirty-two teenage boys from the area participated. This class was the first documented boating skills class to be held in Fifth Northern District. Pictured are Donald Plowman and Carroll Brown receiving their certificate of completion from LT Earl Huston USCG and ENS Donald W. Lear USCG, the Cape May flotilla commander on September 9, 1944.



Official U.S. Navy Photograph from Flotilla 82, Cape May, New Jersey, archives.

Coast Guard Boating Safety Teams

The early twentieth century saw rapid growth in pleasure boating in the United States. By the middle of the 1930s, even in the midst of the Great Depression, more than three hundred thousand motorboats and four thousand sailing yachts with auxiliary power were registered. There were boat races, regattas and marine parades.

Since the Coast Guard's missions included the enforcement of federal laws and safety standards for boats, it had the responsibility for safe boating in the nation. But budget constraints and its small size prevented the Coast Guard from doing anything more than turning up for major regattas to keep the spectator fleet away from the courses and occasionally fining

someone for making too much wake or a failure to maintain running lights.

There was a need for an increased boating safety program, but the Coast Guard didn't have the resources. Out of this need, the Coast Guard Auxiliary was born in 1939---an organization of volunteer boaters who would assist the Coast Guard in promoting safe boating. While Coast Guard Auxiliarists had no law enforcement authority, they could assist the Coast Guard in safety patrols at regattas and other marine events, as well as educating the public on safe boating practices. They also could patrol the state waters which many recreational boaters used, but on which the Coast Guard had no jurisdiction. Thus began a long-standing partnership between

the Coast Guard (active and Reserve) and the Coast Guard Auxiliary in promoting safety among recreational boaters.

By the 1950s the Coast Guard began assigning some of its personnel to work full-time in enforcing boating laws and in educating recreational boaters. Mobile Boarding Teams were assigned to the Coast Guard Groups located in heavy boating areas. Each Mobile Boarding Team consisted of a Chief Boatswain Mate (BMC), and BM1/BM2 and an Engineman (EN2/EN3). While on the water the Mobile Boarding Teams patrolled in 16-foot boats with 40- to 50-hp outboard motors. On land, they used Chevrolet/GMC Carryall Suburbans to tow their boats and trailers.

In 1968, as pleasure boating increased even more in the United States, the Mobile Boarding Teams were renamed Boating Safety Detachments (BOSDETS). At about the same time they acquired 17-foot inboard/outboard boats built by the Miami Yacht Corporation in Florida. Their 160-hp MerCruiser engines were able to reach 50 mph. There were both Reserve and active duty BOSDETS.

In 1971, the BOSDETS in each Coast Guard district were combined into a Boating Safety Team (BOSTEAM) under the command of a Chief Warrant Officer (BOSN). The First Coast Guard District had BOSTEAM One, the Second District had BOSTEAM Two, etc. A seaman (SN) billet was added to the BOSDETS the following year.

To meet the requirements of the Federal Boating Safety Act of 1971, the Coast Guard established the National Boating Safety School in 1972 at its Reserve Training Center in Yorktown, Virginia. It was focused on federal requirements and basic boating safety law enforcement techniques. It offered a Boating Safety Management course for commissioned officers assigned to boating safety duties. The Coast Guard Institute also offered a correspondence course: BOSAF 1 designed to teach Coast Guardsmen (active and Reserve) all that was needed for the performance of motor boat boarding officer duties. Information was also included on the Coast Guard Auxiliary in the course.

At each district office there was a Boating Safety Branch within the Operations Division. In addition to a branch chief there were officers assigned to Boating Standards, Boating Affairs, Citations/Law Enforcement and Accident Investigation. A photojournalist was also assigned full-time to write news releases related to boating safety.

The BOSTEAMS were assigned to this Boating Safety Branch where the commanding officer was located and perhaps one of the BOSDETS. The other BOSDETS were deployed throughout the district. In 1975, BOSDETS capability increased when new 20-foot Penn Yan utility boats replaced the 17-footers. These boats had a "tunnel drive" which not only



Photo from Flotilla 82, Cape May, New Jersey, archives.

Local Cape May, New Jersey, men who successfully completed the boating education course offered by the Cape May flotilla received their certificate of completion. Pictured (Left to Right); Howard Sreder, William Matthews, CDR Desses (RET) USCG, Immediate-Past Flotilla Commander LCDR Donald W. Lear USCG, Les Bartkowiak, Jack Foy.

was capable of greater speeds, but could also operate in shallower, as well as, more open, unprotected waters.

The BOSTEAMS were often augmented with Reservists on busy weekends. For example on a summer holiday weekend in 1973 BOSTEAM 11 had 30 men on patrol on the Colorado River, 15 of whom were Reservists.

These BOSDETS frequently worked very closely with Auxiliarists in monitoring marine regattas and events. It was not unusual for a BOSDET member to embark in an Auxiliary vessel for a marine event, especially if the BOSDET's boat was committed to another event in the area.

Since 1971, the U.S. government has been engaged in a "war on drugs," including efforts to stop drug smuggling along the coasts. It became an increasing demanding mission. In 1983, Congress was looking for ways to trim the budget and the administration was reassigning Coast Guard regulars from boating safety to law enforcement. While Coast Guard regulars and reserves continue to be involved in boating law enforcement on U.S. navigable waters (although in much smaller numbers), the

Coast Guard Auxiliary has, since that time, played a much-enhanced role in fulfilling the Coast Guard boating safety mission. The majority of boating safety patrols today are conducted by Auxiliarists on interstate waters and all the patrols on state waters.

With Coast Guard personnel outside of Headquarters no longer primarily assigned to boating safety duties, the National Boating Safety School in Yorktown became the National Safe Boating Instructor Course, focused on state law enforcement personnel conducting boating safety classes for the public, while also training fellow marine patrol officers as instructors. In 2000, it became the Marine Patrol Officer Course (MPOC) and moved to the Federal Law Enforcement Training Center (FLTEC) in Charleston, South Carolina. 🌀

The author, Doug Kroll, Ph.D., Flotilla 11-10, Palm Desert, California, is a public affairs specialist level III, and author of A Coast Guardsman's History of the U.S. Coast Guard and Bertholf: First Commandant of the Coast Guard, published by the Naval Institute Press.

Cornerstone Three: Operations & Marine Safety

Auxiliarists from Saginaw Bay, Michigan, were called upon to escort the USS *Edson* from Saginaw Bay to the Bay City dock where it will become the centerpiece of the Saginaw Valley Naval Ship Museum. Leading the tug that towed the *Edson* was Church's 44-foot motor life boat with crew William and Dawn Rosenberg, Flotilla 24-1, Bay City; Don Gaby and Dan Disbrow, Flotilla 24-2, Flint; and Mike Sprague, Flotilla 22-6, Lansing. The Aux vessel in the left background is Jeff and Marie Stange, Flotilla 24-1. On the stern and not shown is David Stoke's 26-foot facility with crew, Mike Heger, Flotilla 24-8, Tawas, and Walt Kline, Flotilla 24-1. Dan Guiett's Auxiliary vessel (Flotilla 24-1) served as chase boat for photographer Jonathan Ahlbrand, Flotilla 22-6.





Lilli Palin, Flotilla 82, Cape May, New Jersey, receives a heaving line from crew members onboard the new Coast Guard response boat, during towing evolutions with an Auxiliary facility offshore of Cape May, New Jersey.

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



Surface Operations in a Nutshell

Surface Operations is a branch of the National Response Department and, as the name implies, are missions performed on the surface (or water) by qualified Auxiliary members aboard Auxiliary vessels.

In the mid-1980s, the boat crew training program standardized qualifications across the organization with task-required personal qualification standards (PQS)

for each position. Qualification examiners perform check rides on all members desirous of becoming Auxiliary vessel operators (coxswains) and crew and to recommend, or not, a candidate for certification to the active duty Operations Training Officers and the Director of Auxiliary (DIRAUX) in the district where the candidate is a member.

The PQS is revised periodically to ensure the program maintains the highest standards. In 2005, the Auxiliary Surface Standardization Team was developed to perform this task on an on-going basis. The entire boat crew training program was revised in 2007 and is again under review at this time to maintain: 1) the high seamanship standards expected of

us by the Coast Guard, 2) good safety practices of team coordination training and operational risk management, and 3) to add or remove tasks as technology and missions change.

Likewise, each Auxiliary vessel must undergo an annual inspection to ensure it meets all federal requirements, as well as Auxiliary standards, required for its use by the Coast Guard. Once accepted by the local Director of the Auxiliary, it becomes an Auxiliary vessel and, with a minimum-qualified crew, may be put on orders by the Coast Guard for any number of authorized missions.

Surface operations for both the Auxiliary and the active duty have also changed over the years. Once, search and rescue included simple tow jobs for boaters who had run out of gas or had a dead battery. In the early 1980s, Congress passed legislation, under pressure from commercial towing companies, directing the Coast Guard not to interfere with the private sector's ability to make a living. Today, non-emergency cases are handled primarily by good samaritans and commercial towing companies.

Out of this legislation also came the Coast Guard's Maritime SAR Assistance Policy (MSAP) which allows an Auxiliary crew (but not the active duty) that comes upon a boater needing assistance to take the boat in tow without going through all the normal requirements for a non-emergency assist, if that boater has not already been in verbal contact with the Coast Guard. These rules apply only to non-emergency assistance, not true emergencies such as MAYDAYS.

While the MSAP has reduced the number of routine assist cases, there has been an expansion of the number and types of patrols and uses in which the Auxiliary can participate. After 9/11, the Coast Guard was brought under the Department of Homeland Security and handed many new mission sets which have impacted its resources. Often, it turns to the Auxiliary to perform such surface missions as are allowed, or to backfill at an active duty station while crews are deployed on security or law enforcement missions.



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

On the Penobscot River, Auxiliarists and members of the Penobscot River Oil Pollution Abatement Committee are trained in spill containment boom placement by active duty from the marine safety unit, Belfast, Maine. A vessel provided by the Maine Department of Environmental Protection, served as a platform for photographers, Robert Young and W. Tom Sawyer, Flotilla 12, Bangor.



Photo by Noreen Folkerts, Flotilla 11, Juneau, Alaska.

Due to shallow water, personal watercraft operated by COMO Michael Folkerts, left, and Dan Logan, Flotilla 11, Juneau, Alaska, are used to help the USCG Buoy Tender *Elderberry* deploy seasonal navigation aids on Mendenhall Bay, Juneau, Alaska.

The most common mission for Auxiliarists is the maritime observation mission within the Auxiliary marine patrol mission group. Every time an Auxiliary vessel gets underway crews have the opportunity to further their training, training in the Boat Crew Seamanship manual or practice drills such as man overboard, search patterns, plotting and running courses using GPS and radar, stern and side towing.

From time to time the Auxiliary is called on to assist other federal, state or local agencies as approved by the Coast Guard. A somewhat new category is marine safety and environmental protection which includes: initial pollution response, marine environmental protection, vessel verification, contingency planning, waterway management support, marine safety observation, and Sea Partners. Many of these missions

Crews aboard a CG 25-foot response boat and a retired CG 44-foot motor life boat, now an Auxiliary vessel owned by Kurt Sarac, Flotilla 14, Middle Newark, Delaware, patrol a safety zone around the USCGC *Eagle* as it departs Baltimore Harbor June 17, 2012.



CG photo by Seaman Lisa Ferdinando.

may require someone with an additional, specific qualification to be onboard.

Auxiliary units often combine for land and on-water training for new members, as well as to refresh skills after a winter layoff. Several districts hold search and rescue competitions, pitting the best against the best in events such as marlinspike, communications, plotting and navigation, and underway evolutions such as search and rescue execution. National and even U.S. and Canadian Auxiliary competitions have been held in the past.

Among recent U.S. Coast Guard Auxiliary missions are these:

- ♦ Maintaining safety zones during shuttle and space ship launches at Cape Canaveral.
- ♦ An exercise to deploy a deflection oil boom to protect an environmentally sensitive marsh in the Niagara River. During the initial planning meeting, it was discovered they would be operating in some shallow and rocky

areas. For this reason, an operational PWC was used in conjunction with a 30-foot outboard boat.

- ♦ Recovering C-130 air drops.
- ♦ Response boats (SAFE boats) owned and maintained by the Coast Guard and operated by the Auxiliary are used as safety vessels for the station's H-60s and H-65s helicopter training.
- ♦ In districts all across the country, Auxiliary crews patrol safety zones during fleet weeks, tall ship festivals, and other significant regattas and parades, as well as fireworks displays on or near the waterfront.
- ♦ During flooding on inland lakes and rivers, hurricanes or in oil spill recovery missions.

Providing this valuable support to the Coast Guard nationwide and among the various U.S. Possessions are over 3,100 Auxiliary vessels and over 7,000 qualified

coxswains, crew members, and/or PWC operators. There are also over 400 qualification examiners responsible for qualifying, re-qualifying, and providing triennial check rides for those 7,000-plus qualified members, every three years.

Just because a member is not located near a coast does not mean there aren't surface operations in the local area. While many operational evolutions are performed along the coasts of the Atlantic, Pacific and Gulf of Mexico, many activities are performed on inland lakes, the Great Lakes, the Mississippi River and its tributaries. If you are interested in learning more about the Auxiliary's surface operations program, visit the division's website at cgaux.org/response/SurfaceOps/, or check with the operations officer in your local flotilla. ☺

The author, Commodore Gary A. Taylor, is deputy director, response department.

As the first responder on the scene of a capsized vessel, the crew of the Auxiliary vessel coxswained by Robert Uy, Flotilla 41, Northridge, California, quickly plucked two adults from the chilly 56°F water of Queensway Bay, California, and then their two dogs.



Photo by Mark Oshiro, Flotilla 5-12, Shoreline Marina, California.

Rescue in Queensway Bay

By Julia Dye, Northridge Flotilla 41, California

When two people and their dogs ended up in frigid water offshore of California, an Auxiliary patrol was quick to respond. On January 14, 2012, Robert Uy, Northridge Flotilla 41, California, was coxswain was on patrol with crew members Eric Williams and Al Zepeda also Flotilla 41, and Roy Berrio, Mark Oshiro and Karl McMillan, Flotilla 5-12, Shoreline Marina.

"We monitored a distress call on the radio," said crewman Mark Oshiro. "There was a report of a capsized vessel somewhere near the Aquarium of the Pacific." Operating mostly on eyewitness reports and sketchy information, Uy and his crew got underway. "Response time was critical. The local water temperature was only 56-degrees Fahrenheit," recalled Uy, "and at that temperature, hypothermia can hit in ten minutes or less."

Uy began an immediate, systematic search of the area, expanding his efforts seaward from the Museum of The Pacific

while keeping a sharp watch for swimmers or floating debris. Initial reports indicated there were boaters in the water, but no further details were available. "We were really concerned about the cold water," said Eric Williams. "People just don't think about hypothermia here in sunny Southern California, but when boaters are unprepared, things can go bad quickly."

Their high-speed search paid dividends shortly after they arrived in the waters of Queensway Bay. Crew members spotted the capsized vessel and immediately realized they would be dealing with more than just shivering humans. Two very distressed dogs were complicating the situation. "We headed for them immediately," said Uy. "The dogs were on top of the submerged craft; the two adults were in the water holding on to it. Their life jackets were floating about 20 or 30 feet away."

Maneuvering cautiously, Uy brought the vessel alongside the overturned boat

and held his craft steady while the crew scrambled to get two men in their fifties aboard the Auxiliary vessel. "Both victims were showing early signs of hypothermia and had weakness in their legs. They were probably in the water for 15 or 20 minutes before we arrived on the scene," said Oshiro. "The next priority was the dogs scampering back and forth on the capsized hull. With their blanket-wrapped owners calling for them, it didn't take long for the pooches to abandon their shaky perch and hop into the rescue boat."

Williams made radio contact with the harbor patrol which arrived shortly and the grateful men and their dogs were transferred for more extensive medical care. "After we transferred the adults and the dogs to the harbor boat, we chased debris and equipment around the area so no trash would be left as a safety hazard for others," said Williams. 🐾

Two tethered packages of survival gear drop out of the rear of an HC-144 turboprop as it flies over an Auxiliary vessel during a training exercise off the Mississippi Gulf Coast.

Photo by Floyd Landry, Flotilla 35, Pass Christian, Mississippi.



Air Drops & Helo Hoists

Contributed by Jeff Piolet, Flotilla 12-42, Santa Monica Bay, California;
Floyd Landry, Flotilla 35, Pass Christian, Mississippi; and Jim Mayer, Flotilla 96, Naples, Florida.

Wherever the Coast Guard practices search and rescue, it's a good bet the Auxiliary will be there. Auxiliary boat crews play a significant role in supporting the training of active duty air crews who must have regular practice to keep their skills sharp for the real thing. Auxiliary boats are there to catch a rescue basket or a rescue swimmer, a hoist or a package simulating survival equipment. Sometimes the Auxiliary vessel serves as a platform for a gaggle of press photographers. Other times they simply stand by, just in case help is needed. It takes a lot of coordination and communication between the boat crew and the air crew—good practice for all.

In this issue of NAVIGATOR, we bring you some of most exciting shots from a summer of air drops and helo hoists and report on how the best crews make it all look easy, whether it's in a harbor in front of a crowd of spectators or offshore.

—Editor

District 11-South: Division 12's Helicopter/Fixed-Wing Training Team

Division 12 (Santa Monica Bay) Helicopter/Fixed-Wing Training Team was initially formed to assist Air Station Los Angeles with “life-like” hoisting situations for the MC-65C. In the last three years the mission has expanded to include hoist training with Air Station San Diego's MH-60T Jayhawk long-range search and rescue helicopters.

To date, the team has completed more than 170 hoists and performed more than 750 actual basket, litter, pump, sling, bare-hook and rescue swimmer hoists. The team



"Maneuvering a 50-foot trawler to safely retrieve as much as 500 feet of line and equipment can be challenging, especially in strong winds when the drogue chute does not deflate," said vessel owner, Rick Quinn, Flotilla 37, Biloxi/Ocean Springs, Mississippi, who developed a safe and efficient spooling operation demonstrated by the crew during a recent airdrop exercise: Floyd Landry, Flotilla 35, is at the helm on the flying bridge; left to right on the bow are Barry Cottrell, Flotilla 37; Larry King, Flotilla 38, Gautier, Mississippi; and Rick E. Quinn, Flotilla 37.

also supports Air Station Los Angeles during its annual Coast Guard Standardization Review. Members are qualified for their particular crew positions by the Auxiliary and trained by each air station according to its specific criteria.

Once a month the team trains with Air Station Sacramento's C-130 fixed-wing long-range search and rescue aircraft. A C-130 flies from the air station to offshore-designated coordinates that represent the "last known position of a distressed vessel." Once the subject is located, the C-130 and team conduct equipment drop training.

"When the plane passes less than 30 feet directly overhead, the four turbo-prop engines can be deafening!" said team commander Jeff Piolet, Flotilla 12-4, Los Angeles.

So what's it like under a Coast Guard helicopter when it's hovering overhead during a training exercise? "If the helicopter is the MC-65C, you're in the middle of



Photo by Frank Lann, Flotilla 9-10, Fort Myers/Cape Coral, Florida.

The Coast Guard Auxiliary vessel of John Gaston, Flotilla 96, Wiggins Pass, Florida, is both a stand by vessel and media platform during a helo hoist exercise off Bonita Beach, Florida.



Photo by Petty Officer 3rd Class Cory J. Mendenhall.

An MH-65C Dolphin helo from Air Station Los Angeles practices lowering and raising a rescue basket during a helo hoist training mission with the Division 12 Helicopter/Fixed-Wing Training Team in Santa Monica Bay, California, January 24, 2012. The Auxiliary vessel is owned by Ron Miller. On-board crew included Trent Kelly, coxswain; Ron Miller and Kiva Osby, Flotilla 12-42, Santa Monica Bay, and Victor Bruno, Flotilla 12-4, Los Angeles. U.S. Coast Guard.

mini 90-knot hurricane,” said Pielet. “If it’s Air Station San Diego’s MH-60T Jayhawk long-range search and rescue helicopter, it’s like a mini 130-knot hurricane that can knock your boat off-course or spin it 360 degrees in less than 15 seconds. It can also knock you off your feet if you’re not careful!”

Division 12 Auxiliary Helicopter/Fixed-Wing Training Team is a rotating

crew that includes: Ron Miller, deputy team commander, Barb DeCuir, Kiva Osby, Al Verdi, Nancy Smiley, Maurizio Vecchinoe and Ray J. Pages, Flotilla 12-42, Santa Monica Bay; Robin Neuman, Mindy Rice, Eric DeCuir, Hal Pruett, Victor Bruno, Steve Lee, Cheyne Scoby, Al Siniscal, Sterling Tallman, and Nora Watson, Flotilla 12-4, Los Angeles; David Chubin, Mary Elsom,

Moe Macarow and Ernie Perez, Flotilla 12-7, Marina del Ray; and Graham Loff and Gary Olson, Flotilla 12-5, Beach Cities.

District Eight, Coastal—Team Mississippi Gulf Coast

Over the past two years, Flotillas 35, 37, and 38 on the Mississippi Gulf Coast, have played a significant role in support of the Coast Guard’s Air Training Center (ATC) in Mobile, Alabama. Training for pilots flying the HU-25 Falcon jet and the HC-144 twin turboprop include airdrops of packages simulating life saving equipment such as life rafts, emergency pumps, medical supplies, food and water to disabled vessels on the open ocean. A safe location for practicing air drops requires open water where airspace is not restricted by the flight patterns of other aircraft and where marine traffic is minimal. An area offshore in the Gulf of Mexico, south of Pass Christian, Mississippi, is an excellent location to conduct these training operations.

Moored in the Gulfport Small Craft Harbor near Station Gulfport, Rick Quinn, coxswain, Flotilla 37, Biloxi/Ocean Springs, operates a 50-foot trawler with ample deck space to retrieve and store the equipment dropped during training operations. At nine knots, it takes an hour to reach the drop zone. During 2011, Quinn’s crew and facility provided over 600 hours of service in support of these missions, and by mid-2012 the crew had logged over 300 hours.

Once on-scene, the aircraft contacts the vessel for exact coordinates and provides an estimated time of arrival. The Falcon and the turboprop each have unique packages to drop. Depending on the mission, they first drop a smoke canister to determine the wind direction. Either the smoke or the Auxiliary vessel serves as the target. The drop consists of either three weighted bags tethered together to simulate two life rafts and food and medical supplies, or an enclosed metal can containing a pump or other equipment. Attached is a main parachute and a long line with a drogue parachute. After several data gathering flights over the target, the aircraft delivers the package as close to the target as possible, flying at a reduced speed

approximately 200 feet overhead. After the package hits the water, the Auxiliary crew reports its approximate distance from the target and the relative positioning of the packages that are tethered together. Next, the crew retrieves and stores the lines and drop on deck. Typically, the turboprops will have two to four drops and the Falcons one or two drops. On many occasions, a second aircraft will arrive. Hence, the Auxiliary crew may have a total of eight air drops on a single mission.

Under Quinn's leadership, the retrieval process has evolved from a manual pulling and coiling of line and securing it with tie-wraps, to a safer and more efficient spooling operation. Maneuvering the vessel to safely retrieve as much as 500 feet of line and the equipment can be challenging, especially in strong winds when the parachute does not deflate.

Once the equipment is onboard and operations are completed, the crew heads back to Station Gulfport where the equipment is unloaded and stored until ATC personnel arrive to deliver empty spools take the equipment back for rigging and redeployment. Ready for action again.

District Seven—Team Flotilla 96, Naples, Florida

Search and rescue training is crucial to the Coast Guard mission no matter where it takes place. In front of a crowd of spectators, the exercise is not only dramatic, but a sobering reminder that water rescues are difficult and a huge undertaking by the Coast Guard.

A typical exercise takes place under blue skies and near perfect weather. In Florida, for example, the United States Coast Guard, with assistance from Flotilla 96, Naples, Florida, conducted a search and rescue exercise 1,500 yards off Bonita Beach. A helicopter unit from the Coast Guard Air Station in Clearwater represented the Coast Guard. Two safety patrols, both under Coast Guard orders, represented the flotilla.

For thirty minutes, a four-person crew, flying a Coast Guard medium-range recovery helicopter, practiced search and rescue techniques simulating different



Photo by Jonathan Smaby, Flotilla 12-4, Los Angeles, California.

Members of Division 12 Helicopter/Fixed-Wing Training Team and Air Station Los Angeles Helicopter 6584 perform a special helo hoist demonstration during Discover Marina del Rey Day. The Auxiliary vessel is owned by Ron Miller, Flotilla 12-42, Santa Monica Bay, and is coxswained by Jeff Pielet, Flotilla 12-4, Los Angeles, with crew: Ron Miller and Kiva Osby Flotilla 12-42; Cheyenne Scoby, Flotilla 12-4; and Gary Olson, Flotilla 12-5, Beach Cities. Special guest aboard was CWO4 Richard Hutchinson, District 11(SR) operations training officer.

types of swimmer deployments and survivor recoveries.

An Auxiliary stand-by vessel was positioned to act as a recovery vessel in case the helicopter experienced a mechanical failure. Another Auxiliary boat served as both a stand-by vessel and a platform for a news team.

Upon arrival, the helicopter crew executed a free fall deployment of the rescue swimmer, a common way to deploy a swimmer when a survivor must be recovered from the open sea. In this sequence, the helo is positioned 10 to 15 feet above the water. The rescue swimmer jumps into the water and swims to the survivor; the helo delivers a rescue basket; the swimmer helps the survivor into the basket which then hoists the survivor to safety. Last, the rescue swimmer is picked up.

After multiple recoveries, the helicopter crew executed direct recoveries in which the swimmer is lowered directly to the survivor and both are hoisted to the safety of the helicopter. ⚓



Photo by Jim Smeal, Flotilla 74, Ventura, California.

A rescue demonstration at Station Channel Islands Harbor Safe Boating Expo, Oxnard, California.

West of Molokini Island aboard an Auxiliary vessel, Steve Goldsmith, Flotilla 3-26, Maalaea, Hawaii, photographs a humpback whale entangled with lines and a float.



Photo by Steve Goldsmith, Flotilla 3-26, Maalaea, Hawaii.

A Whale of a Program

By Larry Ankrum, Flotilla 3-26, Maalaea, Hawaii

Who can forget seeing for the first time a giant humpback whale breach its full length out of the ocean, then splash back in a magnificent display of acrobatics. Each year more than two million visitors come to Maui, many to experience this natural odyssey.

Hawaii is home to the winter calving grounds for about 10,000 humpback whales. Between December and May, whales migrate from frigid arctic waters to the Humpback Whale Sanctuary located in the Maui triangle, an area bounded by the islands of Maui, Kahoʻolawe, Lanai and Molokai.

Auxiliarists of District 14 play a significant role in protecting this endangered humpback whale population. In a unique mission that partners air, surface and com-

munications operational assets, members of the Kauai, Oahu, Maui, and the Big Island flotillas patrol the sanctuary during calving season counting whales from various lookouts on the east side of the island.

Whales spend about 90 percent of their time underwater. When calving or basking they become susceptible to injury from boat collisions and propeller strikes. Whales are also threatened by entanglement in lines, nets and other underwater dangers throughout their lives. It's not unusual for the whales to drag crab pots on their 3,000 mile journey from Alaska to Hawaii. Often, entangled lines cut into whale's flesh creating infection risk. NOAA uses telemetric buoys to track injured whales until resources can respond to track and free these animals. "Auxilia-

rists provide observation and reporting components within this system and participate under the normal supervision and direction of the USCG with instruction from NOAA," explained Steve Goldsmith, Flotilla 3-26, Maui.

These patrols also put members in direct contact with whale watchers from around the world. Often these visitors, in their excitement, get too close to the action. Among the tasks assigned to the Auxiliary are reminding these folks that federal law requires a 100-yard safety zone around the whales. Patrols, coupled with the public education classes conducted by Auxiliary instructors, are integral in educating the boating public, tour operators, kayakers, and paddle boarders about safe and legal operation around whales. NOAA litera-

ture is the basis of safe boating practices around whales. These practices include increased vigilance, slower speeds and avoidance of close contact. The national phone number to report whale harassment and violations of law is 800/853-1964 and the number to report injuries, collisions, or entanglements is 888/256-9840.

Specialized training is provided to team Coast Guard by NOAA personnel, Auxiliarists included. Curriculum ranges from classroom topics like applicable federal law to practical applications like attaching telemetric gear by grapple-hook to entangled whales. "Early in the initiative Auxiliarists, hearing a report of a whale entangled in line, were requested by NOAA specialist Ed Lyman, to go out by boat or plane and photograph the endangered whale before it was rescued by the Coast Guard and NOAA," said Goldsmith. "Subsequently, I had a conversation with Ed telling him we would like to do more. He does not let volunteers help for liability reasons, but once I explained that an Auxiliarist is fully covered by the Coast Guard when under orders, his face lit up. Within days, Maui Flotilla 3-26 was included in the whale entanglement training alongside the Coasties from Station Maui on their 45-foot response boat. We will continue to train with NOAA this fall to prepare for the whales' winter arrival."

Once in a while a pod wanders into a harbor or other area that puts them in danger. "On January 5, 2012, the U.S. Coast Guard Marine Mammal Response Coordinator in Honolulu sent an urgent request to Sector Honolulu for assistance," related Jeff Maltzman, Flotilla 1-14, Kaneohe. "A number of humpbacks had followed a fishing boat into Honolulu Harbor creating a hazard for a very busy seaport and a present danger to the whales. The orders were to use my Auxiliary vessel, with crew, Bruce Takayama, coxswain, myself, and Alan Chang, crew, to keep a lookout on the whales and advise Sector Honolulu and Aloha Tower Harbor Control of their position. Our orders were to remain outside the 100-yard buffer that federal law requires when approaching humpbacks. All ended well. After a few



Aerial photo of a pair of humpback whales and a calf in the Humpback Whale Sanctuary as seen from an Auxiliary aviation patrol.

Photo by Nicholas R Turner, Flotilla 3-19, Hilo, Hawaii.

hours the whales safely departed the harbor on their own. But, not before they put on quite a show for people at the waterfront restaurants at Aloha Tower Marketplace. They were even visible to people in tall buildings in downtown Honolulu.

Afterwards, we spotted some debris in the water and used it as an opportunity to practice a 'person-in-the-water' pick up. The debris was nothing exciting, just a five-gallon plastic bucket, but it served the purpose well." 🌊



Photo by Robert Shafer, Flotilla 18-1, Wyandotte, Michigan.

During a Rotary Wing Air Intercept (RWAI) training mission, an HH-65 from Air Station Detroit maneuvers alongside an Auxiliary aircraft piloted by Susan and Bob Shafer. On an RWAI mission, the Auxiliary aircraft plays the role of "bad guy" giving the active duty helicopter crews a target to intercept. A scrolling sign in the window of the helo says "You have been intercepted by the U.S. Coast Guard. Listen to [radio channel] 121.5 for instructions." The sign repeats this message over and over and there are flashing strobe lights on the side of the helicopter. Regular practice is essential for the active duty crews to maintain proficiency in conducting this challenging maneuver.

Auxiliary Aviation

Auxiliary Aviation, sometimes referred to as "AuxAir," is an operational program of the Coast Guard Auxiliary, organized administratively on the district level rather than on the flotilla or division level. This is primarily due to the small number of people involved and the large distances between them. Even though AuxAir does not have division- and flotilla-level leadership, every Auxiliary aviator is a member of a flotilla, and therefore a division. They are Auxiliarists in the same manner as any other Auxiliarist and are expected to be viable, vital, contributing members of their home flotilla. Often

they serve as boat crew or coxswains in other operational programs. They must take at least a basic boating safety course, such as *About Boating Safely* or *Boating Safety and Seamanship*, and must pass the basic background check before beginning any aviation activities.

Functionally and financially, AuxAir works the same way as surface operations. There is an order-issuing authority (OIA), in this case an air station, on behalf of which the operations are conducted. The facility (an airplane or helicopter) is owned by an Auxiliarist who offers it for use by the Coast Guard. The cost

of fuel and a maintenance allowance are reimbursed by the Coast Guard. AuxAir activities are governed by the Auxiliary Manual and the Auxiliary Operations Policy Manual.

What is different about an Auxiliary aviation unit is that operationally it is organized around the Coast Guard air station it serves. Sometimes there are multiple air stations in one district, as in the Seventh District, which has air stations in Borinquen, Puerto Rico; Miami and Clearwater, Florida; and Savannah, Georgia. More often, there are multiple districts or regions that serve one air station, such as Air Sta-

Commodore David Elliot, Flotilla 59, Stuart, Florida, flies a mission for Air Station Miami.



Photo by Wilson Riggan, Flotilla 59, Stuart Florida.

tion Atlantic City, served by Fifth Northern and Fifth Southern districts.” Thus, there is a need for the operational structure to match that of the units served.

While not official administrative units of the Auxiliary, these virtual “squadrons” manage the day-to-day operations of AuxAir. All of the aviators who fly missions for that air station (their OIA) are members of that squadron. They are led by a two-person partnership – an Auxiliary Aviation Coordinator (AAC), an Auxiliary appointed by the district staff officer for aviation, and an Auxiliary liaison officer (AuxLO) who is an active duty aviator appointed by the air station commanding officer. When there are two districts that serve one air station, there will be an AAC for each of them working with the one AuxLO from the air station.

Missions

Auxiliary Aviation supports almost all of the missions of the Coast Guard. For some of these missions, the key word is “supports,” as they are not missions we are authorized to do on our own. These missions include:

- Search and rescue
- Maritime domain awareness
- Alien migrant interdiction
- Fisheries laws
- Marine safety
- Pollution response
- Aids to navigation
- Ice reconnaissance

AuxAir also provides logistics missions for time-critical and/or high-value cargo and sometimes even VIP transport for active duty leadership. As with other uses

of the Auxiliary in an operational capacity, the use of AuxAir is often a very low-cost alternative for the Coast Guard—providing more coverage or capability than is financially feasible using active duty assets. Additionally, use of AuxAir assets and people means that active duty assets can be kept in reserve for activities that the Auxiliary can’t do, such as direct law enforcement or high-security activities, night searches, and rescue hoists, to name a few.

Crew Qualification

There are two basic types of Auxiliary aviators – pilots and non-pilots. In general, the pilot’s job is to fly the aircraft; non-pilots (air crew and observers) accomplish the actual purpose for the mission.

Observers

Even with the high level of training and experience that many pilots have when they

View of Providenciales Airport, Turks and Caicos, as an AuxAir logistics mission climbs out, headed for Miami. The mission delivered parts and a mechanic for repairing a Coast Guard HU-25 Falcon aircraft, returning with a pilot who needed to get home to Miami.



Photo by Fred Ross, Flotilla 69, Opalocka, Florida.

come to the program, they all start in the same place – observer training. After all, that is the core mission of AuxAir – surface observation. The observer is the “payload;” the pilot just has the job of putting the payload on-scene, or over the target. Thus, it is important that our pilots understand that part of the mission – including the difficulties in and vagaries of finding small targets bobbing in a big ocean, often in the midst of whitecaps and spray—or picking one boat out of 50 or 100 that may be within visual range on a good-weather day. Many of our best observers are long-time Auxiliarists, well seasoned in marine safety programs, who decide to see what the world looks like

from above. They are the ones whose primary function is surface observation—looking for the target of interest, the lost boat or the surface sheen of pollution, for example, depending on the nature of the mission.

All are trained in water egress and survival, as most of our missions occur over open water. All are trained in communications with Coast Guard units and surface craft. That is normally part of the observer’s function, along with the record keeping for the mission. Additional training in the observer program includes aircraft orientation, observation techniques, search techniques and patterns, and other safety and survival skills. There is an open-book test, a swim/

survival test, and operational training and experience required to qualify as an observer.

Air Crew

This is either a pilot who has qualified as an observer, or a non-pilot who has acquired and demonstrated knowledge in the operation and navigation of the aircraft. Pilots are automatically (on request) certified as air crew when they successfully complete the observer qualification, because the additional knowledge and skills required for air crew are included in what they had to demonstrate to become certified as a pilot. Thus, the FAA has already done that part of the checking for us. Currently, there are 308 observers and air crew in the program.



Pilots

Auxiliary pilots are experienced (we don't teach people to fly). They come to the program with a desire to serve the Coast Guard. As with coxswains in the surface program, they often come with their own aircraft that they offer the Coast Guard for use as a facility. There are several levels of qualifications for pilots, depending on their level of flying experience and on whether he or she has an instrument rating. The first level requires pilot-in-command time of at least 200 hours, while the highest level requires 1,000 hours of pilot-in-command time and an instrument rating.



Photo by Diane Riggan, Flotilla 59, Stuart, Florida.

Aircraft commander Mike Renuart, left, Flotilla 44, Daytona Beach, Florida, and flight examiner Wilson Riggan, right, Flotilla 59, Stuart, Florida, return from Renuart's successful AuxAir recurrent check ride.

A 10,000-hour airline pilot would train and check at the aircraft commander level, and a private pilot with 250 hours of pilot-in-command time would train and check at the co-pilot level. The privileges of each level of pilot are defined and are commensurate with experience.

Many AuxAir pilots are current or retired professional pilots from the airlines or from corporate flying operations. Many are former military aviators – often joining the program after retiring from a full career in the military. There are even a few active duty Coast Guard aviators who fly missions. Overall, the Auxiliary is privileged to have 257 or so well-trained, professional pilots with many years' experience each.

What is different for Auxiliary aviation, and what most training time is spent on, are operations that are unique to missions – search patterns and their execution, surface craft location and identification, and such related operations. Few AuxAir aviators are familiar with these things when they join. Also, a significant amount of time is spent familiarizing pilots with the way the Coast Guard does aviation and the operational procedures used when flying for them.

For each position in the program, there is a training and checking syllabus that outlines the knowledge and skills an applicant is expected to master and demonstrate for the purpose of certification.

Come Join Us

If you are a pilot – current or not, with an airplane, or not, have you investigated Auxiliary Aviation? If you are an Auxiliarist experienced in marine safety or surface operations, have you considered becoming an air observer? AuxAir needs that knowledge in our aircraft. More information is contained on the "Air Operations" page of the Response Department in the Coast Guard Auxiliary website, www.cgaux.org/response/AirOps/. Let us hear from you. 📞

Wilson Riggan is the division chief, Auxiliary aviation. His 40 years of flying experience includes over 10,000 hours of jet time, currently serving as an international wide-body captain at a major American airline. He also has over 4,500 hours in small and medium-size civilian airplanes as a flight instructor, charter, commuter, and corporate pilot. Riggan serves as a subject matter expert in air traffic control, human factors, and flying operations and procedures for his airline, the FAA and related agencies. He is also a trained safety and accident investigator and has served on multiple aviation accident investigations. Riggan has served 11 years in the Auxiliary and holds coxswain, watchstander and instructor qualifications, among others.

Photo by Patti Gross, Flotilla 13-8, Islamorada, Florida.



Paddlers on a tour from Key Largo to Key West were provided safety and logistical assistance by flotillas in the Florida Keys.

From Key to Key

Paddling from Key Largo to Key West means serious safety considerations

Article and photo by Patti Gross, Flotilla 13-8, Islamorada, Florida

When a Gainesville-based, non-profit group that organizes canoeing and kayaking tours for paddling enthusiasts, planned a 10-day trip 128 miles long from Key Largo to Key West, they called on Auxiliarists in Flotillas 13-8, Islamorada; 13-2, Marathon; 13-3, Big Pine Key; and 13-1, Key West for assistance.

All realized that an estimated 100 paddlers (the oldest was 86), with a wide-range of paddling skills, negotiating unfamiliar waters safely would entail myriad logistical issues. The paddlers would pass under 42 bridges, encountering swift currents, and transit the Key West Ship channel amidst cruise ships and other large commercial vessels.

Conrad Sankpill, Flotilla 13-8's operations officer, coordinated the transition from one area of responsibility to the next so volunteers could focus on the safety of the paddlers. Melvianne Cady, vice flotilla commander, arranged for the necessary Coast Guard permits. Joe Penar, 13-8's ves-

sel exam officer set up an inspection station and coordinated vessel safety checks with volunteers Pat Fincannon, David Gross, Patti Gross, Jim Marcott, Ed Miller and Al Zelinsky. Thirty-seven seriously safety-conscious paddlers earned decals. Many carried extra life jackets and paddles, medical kits, waterproof radios, GPS units and a wide variety of signaling devices in excess of the required gear.

Realizing the need for rapid response, event organizers assigned three marine radios to a lead boat, a roaming safety/medical boat and a chase boat. Auxiliary boats, including shallow-water operational facilities, were at various rest stops to transport food to the paddlers and bring ashore accumulated trash. This was especially critical since the absence of roads in many of the areas made resupply a major problem.

Auxiliary boats shadowed the paddlers during this multi-day event, staying near enough to help, but far enough not to interfere with the paddlers' concentration.

When a tired paddler overturned in rough seas, an Auxiliary boat came to his rescue. After drying out and a warm drink, he returned to finish the trip. Contrary to what some people think, Florida's winters are not always warm and sunny. Air and water temperatures can drop into the low 60s.

Ten consecutive days on the water in the Florida Keys in the winter can bring a bucketful of surprises, including gusty winds, rough water, and the occasional unpredicted swim when a kayak flips. The paddlers camped at five Florida State Parks and took breaks at various isolated, uninhabited Keys along their route, where they spotted animals found only in the Keys such as Key deer, a lower Keys marsh rabbit and the Florida Keys mole skink.

An Auxiliary boat was always nearby providing a line of support. The seamless transfer of responsibility from one flotilla to another when transiting from one area of responsibility to another went unnoticed but appreciated by the paddlers. ☺

Auxiliary Telecommunications

The Telecommunications division of the National Response Department manages the Auxiliary's communications programs and initiatives. This involves working closely with the active duty Coast Guard in support of their various missions to provide for "Safety of Life at Sea" (SOLAS).

Auxiliary communications is not bound into a rigidly structured operational system, but rather, consists of fixed land stations, mobile land stations, and repeaters. The Auxiliary's high frequency (HF), long-haul network of 260 operational radios spans a good part of the globe, covering locations such as Alaska, Guam, the mainland U.S., and the Caribbean basin.

When Auxiliarists operate their radios under orders in support of authorized surface and air missions, they are authorized to use Coast Guard frequencies and do not require a license issued by the Federal Communications Commission (FCC). When not under orders, an HF radio may be available for amateur (HAM) radio use under the owner's FCC license.

All Auxiliarists who participate in the various Auxiliary communications programs, whether owner or operator, must have successfully completed the Telecommunications Operator Personal Qualification Standard (TCO), or alternatively, the Auxiliary Communications Specialty Course (AUXCOM) prior to August 1, 2008. The owner who wishes to make his radio available for assignment to duty by Coast Guard, must also arrange for an initial inspection of the radio and its acceptance by the Director of the Auxiliary of the district in which the radio is based. A re-inspection is required every three years.

Radio equipment such as VHF used on a surface or air facility is considered an inspected part of that facility. During an



Herman Franke, communications officer and monitoring program volunteer, Flotilla 10-6, Wilmington, North Carolina.

average month, the Auxiliary's HF network conducts at least 35 on-air events. In general, the operator of a radio facility must maintain radio message logs.

The primary purposes of the Auxiliary communications networks are:

- For Auxiliary activities in support of Coast Guard operations, such as communications between Auxiliary vessels during a search and rescue mission coordinated by the Coast Guard;
- In support of the Coast Guard communications system, when required in a contingency capacity, such as a loss of local Coast Guard communications;
- The communication of official Auxiliary business on urgent matters;
- For providing quality control feedback to the Coast Guard in

support of its schedule of broadcasts to mariners under the international SOLAS treaty.

- ♦ When called upon to assist national resources in time of disaster.

Auxiliarists also act as watchstanders at Coast Guard communications centers throughout the United States and its possessions. In addition to the operator requirements outlined above, operators must complete all of the requirements as specified by the commanding officer of the Coast Guard unit to which they are assigned.

The communications missions in which Auxiliarists participate are varied, exciting and important so interested members are encouraged to inquire further. ☺

The author, John J. Slattery is chief, telecommunications division, Flotilla 59, Stuart, Florida.

Photo used with permission.

A Problem Communicating

The Auxiliary's role in the safety of life at sea.

Could the Coast Guard Auxiliary have prevented the *Titanic* disaster? In 1912, once out of radio range from shore, sailing information and warnings of hazards came from the sightings of crewmen. They generally reported to other ships within radio range conditions such as sea state, fog, temperature, rain, snow and, in the case of the *Titanic*, the presence of icebergs. When, and if, received, the information and warnings were passed to the bridge for appropriate action. Contributing to the problem of the *Titanic* was the fact that communications equipment and the people who operated and serviced the equipment, were not employees of the steamship line. Third party companies, such as Marconi, supplied these services so passengers could send messages, at rather significant cost, to friends and family ashore. So, on April 14, after the *Titanic's* radio had been down seven hours for repairs, radio operators had a large backlog of messages to be sent to shore by Morse code. At the same time this message backlog was being addressed, the SS *Mesuba*, which was also westbound, sent a message to the *Titanic* that she was heading into a massive ice field. Unfortunately that message never reached *Titanic's* bridge. The SS *California* was twenty miles away from the *Titanic*. Her radio operator made one last check and shut down for the night, his shift was over. The SS *Carpathia* was fifty-eight miles away from *Titanic* when her officially-off-duty radio officer heard the distress call from the stricken and doomed *Titanic*.

In 2012, communications technology is light years ahead of 1912. Radio equipment is much more reliable and compact. Ranges are worldwide. Sources of information, voice and digital, are comprehensive. Ships receive weather advisories, ice conditions and warnings on a regular and timely basis, well in advance of venturing into a risky situation. Broadcasts such as Navigational Telex, Narrow Band Direct Printing, Voice

Broadcast Automation and Weather Encoded Facsimile are transmitted from numerous sending stations on prescribed frequencies and on a strict, published schedule. In support of international treaties, these broadcasts are the responsibility of the U.S. Coast Guard and specifically their communications area master stations—CAMSLANT, at Chesapeake, Virginia and CAMSPAC, Point Reyes, California.

Sheila Bowden and Herman Franke are two of approximately 40 Auxiliarists who participate in the Auxiliary Monitoring Station Program (AUXMON). Like their colleagues who are involved in surface and air operations, these Auxiliarists operate their radio facilities in support of the Coast Guard and the International Convention for the Safety of Life at Sea (SOLAS). Although their investment in equipment may be a small fraction of the cost of today's surface or air facility, their contribution is no less meaningful. It is the monitor's training, skill, and dedication that make the difference.

This dedicated cadre of Auxiliarists provides day-to-day quality control for the scheduled broadcasts that are provided by CAMSLANT and CAMSPAC. They monitor and report on the timeliness, accuracy, and clarity of these vital broadcasts. When anomalies are detected, the details are immediately reported to the appropriate operations deck at either CAMSPAC or CAMSLANT. As stated in the AUXMON methods and procedures document: "The monitoring mission utilizes a group of volunteer monitoring stations, from within the ranks of the Coast Guard Auxiliary, who have currently approved HF radio facilities. For the Auxiliarist,



Sheila Bowden, Auxiliary monitoring volunteer, Flotilla 12-2, Lewes, Delaware.

Photo by Sean Bowden, Flotilla 12-2, Lewes, Delaware.

participating as an Auxiliary Monitoring Station (AUXMONSTA), the program offers an exciting avenue of participation and provides needed support to the United States Coast Guard."

From Alaska to the Caribbean Auxiliarists have their "ears on" in support of the U.S. Coast Guard. The work they do goes a long way to help ensure safety of life at sea. Who knows, if AUXMON had been operational a hundred years ago, perhaps the *Titanic* would have completed her voyage.

Because of the outstanding success of the AUXMON program, the Coast Guard is interested in expanding the role of the Auxiliary into other new and exciting communications missions. As these new missions unfold, the Auxiliary must identify and train additional resources. This will include existing stations and operators as well as those who choose to join the program and grow from the ground up. In addition to a modest investment in equipment, the primary qualifications are the willingness to learn and the desire to serve the Coast Guard and the maritime community. 📻

The author, P. Denis Rossiter, Flotilla 52, Harrisburg, Pennsylvania, is branch chief, Coast Guard support, telecommunications division.

Less Than Lethal

For two-and-a-half-years, Auxiliary members provided direct support for a joint Coast Guard, NASA, Navy, Department of Defense project to do open-air testing of “Less than Lethal Optical Warning Devices.” Auxiliarists were deeply involved in this important project, providing safety zone patrols on both land and water. In addition, they provided one vessel to serve as a test platform during the final phase of testing which was conducted within NASA’s Kennedy Space Center (KSC) property under all kinds of conditions, both day and night. That area is known as the “Lightning Capital of the World,” so everyone was concerned with exposure to extreme weather conditions. In addition to lightning, there were ever-present wildlife, including alligators, poisonous snakes, stinging insects, scorpions, and wild boar.

Commander Matt Murtha, USCG (now retired), Office of Naval Research, was in overall command of the project, Leonard Kingsley, U.S. Coast Guard was project manager, and Auxiliarists reported to John McLeod, a government employee of the Coast Guard’s Research and Development Command who organized the Auxiliarists’ orientation and safety training over several days. Mike McLeod, Flotilla 24-4, prepared the test vessel and served as its crew. Safety being the main concern, everyone was signed off, qualified, and familiar with the specialized safety equipment, command codes, and procedures. Special security background checks were preformed before any training began.

Testing was performed in various open-air environments at KSC during the spring and summer of 2008 and 2009. Prior to each set of open-air tests, the warning device and test plans went through a series of reviews to ensure readiness and safety. Reviews included the warning device which was vetted by a laser safety review board. Due to the



Photo courtesy of Northrop Grumman, Laser Systems Division, Shearwater Systems for photo lab work.

Auxiliarists from Division 17 near Cape Canaveral, Florida, set up a safety zone during a test of an optical warning device by the Coast Guard. Laser light spectrums were tested on an Auxiliary vessel which is lit in green during the night mission. The green light is intended to deter a vessel operator approaching a restricted area. All support members wore specialized protective gear including laser goggles.

number of agencies involved, the test plans were also reviewed and approved by institutional review boards of the Navy, Air Force, and NASA’s KSC. Once vetting was completed and approvals received, Department of Homeland Security certification was acquired.

During open-air testing of the warning device at KSC, teams of Auxiliarists operated in several locations covering access roads simultaneously. Maintaining radio communications was vital. Any Auxiliarist could stop the test at any time for a security breach or safety concern. And, when land and waterside violations did occur, Auxiliarists preformed their duty by preventing any accidents from occurring. This project required a dedicated, long-term commitment and tested the skills and abilities of the Auxiliarists.

Rick Bloom, Flotilla 17-6, offered his Auxiliary vessel for use as the test subject.

Leonard Kingsley, lead scientist for the project, asked Mike McLeod to assist in covering any metal reflective areas to control and mitigate any unwanted reflections from the laser beams. At the dock, well inside NASA boundaries, scientists and Auxiliarists prepared the test vessel and safety boat for the day’s mission. Weather was a concern and several times testing had to be stopped due to severe lightening storms in the area. The Auxiliary vessel was lit up in green laser light during one of the night test missions.

When deployed in a real-life situation, the light would be turned on to deter a vessel operator approaching a restricted area. ☼

The author, Bill Giers, Flotilla 17-6, is public affairs officer for the Port Canaveral MSD, assistant public affairs officer for the CG station, and Division 17 staff officer for public affairs.

A unique Auxiliary vessel. A 1903 gaff-rigged sloop sails down Narragansett Bay, Rhode Island to its next assignment: verifying private aids to navigation.

Photo by Rosalind Butziger, Flotilla 76, Warwick, Rhode Island.



On a Port Tack

Checking aids to navigation on Narragansett Bay

First District-Northern gave its Auxiliarists a formidable task: photograph and verify the location and condition of all private aids to navigation (PATONs) in the district's area of responsibility. With over 400 PATONs to find and survey, every available facility was pressed into service.

As its sleek, blue hull slipped quietly

through the water, the coxswain reported, "OPS normal. We are off Conimicut Light on a port tack." There was a momentary silence from the Coast Guard watchstander. He had never heard such a report from an Auxiliarist and did not realize he was speaking to the crew of an historic, fifty-foot gaff-rigged sloop, designed and built

by Wilbur Morse in 1903 in Friendship, Maine, as a fishing boat. In 2008, she was acquired by William Anderson, Flotilla 76, Warwick, Rhode Island, who brought her up to Auxiliary standards and offered her to the Coast Guard.

In the Barrington River the wind was light. The helmsman used the engine to get

close to a PATON so it could be plotted, photographed and described. Carrying a GPS, Anderson climbed out onto the 14-foot bowsprit and called out the coordinates from directly above it. When the position was taken and Anderson was on the deck, the helmsman yelled, "Coming about!" The crew ducked as the boom made a controlled swing across the cockpit. Sheets were adjusted and the crew settled in on a starboard tack, doing six knots and heading for the next PATON at Potter Cove.

The eight-hour patrol covered most of central and upper Narragansett Bay, using less than three gallons of fuel. Team coordination training played a major role on the mission. Should we go into that area? Can we handle the boat safely with the wind conditions? Is the crew getting tired? Everyone was part of the decision.

Whatever form they take, PATONs are privately placed by yacht clubs, marinas, harbor masters, or even homeowners. To do so legally, an owner files an application with the Coast Guard describing the PATON and the exact location where it is to be set. If it is later altered or removed, the owner must report the change. Difficulties arise when owners are not aware they need permission to place a PATON or report a change. Some PATONs mark a submerged hazard, while others regulate speed at a harbor entrance. The crew found a number of unusual PATONs, many of which were unpermitted: A simple white sign with black letters; a pink cylinder perched atop a pink ball; a white strip of cloth tied to a tree branch stuck into the mud at the side of a small channel; a sign nailed to a building on a pier over the water; a white buoy with an orange diamond. The team even found a large, yellow data buoy in Rhode Island Sound that gathers information for Woods Hole Oceanographic Institute. Some are permanent, others are seasonal and removed every winter. In one large salt pond there were over 40 PATONs – the majority of which were way off station.

First Northern uses an on-line web-based PATON reporting system. After a patrol, aids verifiers record their observations online. Their reports are sent to the Coast Guard by email. Ultimately, the



information is included on marine navigation charts.

Whether by sail or power, First Northern PATON teams put in countless hours. Both Anderson and Arnold "Nick" Butziger, coxswain, are sail instructors with many years of experience. Crewing on this historic vessel is a much sought-after position that requires constant training to handle lines quickly without the aid of modern stainless steel winches or electric motors. Her 2,200 square feet of sail includes two headsails, staysail and main; mahogany belays on the pinrails secure the halyards.

So what was the result of the efforts? Mike Quinn, Division Seven navigation systems officer reported that 98 percent of the assigned PATON surveys were completed. 🌀

Author and photographer, Rosalind G. Butziger, is a member of Flotilla 76, Warwick, Rhode Island.



We Get It Done

The marine safety detachment (MSD) at Port Canaveral, Florida, was severely understaffed. Lieutenant Elliott, the newly assigned supervisor, had little career experience with the Auxiliary, but took advice from Lt Cliff Harder, the previous supervisor, who had built a long-term relationship with all four of the Flotillas in Division 17 and put the volunteers to work with some new tasks. Currently, of the 54 Auxiliary life raft inspectors in the country, thirteen are in Division 17 at MSD Port Canaveral providing random inspections on a variety of life rafts at two facility service centers.

The pollution response trailer and all the related equipment has to be inspected every month. Auxiliarist Terry Riley, Flotilla 17-6, and his crew take a day each month to verify that everything is in working order and where it should be. It is hot, hard work that is not on the glory list, but absolutely necessary for continued readiness.

Another part of MSD tasking is vessel safety examinations. George Peek, Flotilla 17-6, oversees 16 qualified vessel examiners for uninspected passenger vessels, commercial fishing vessels, and uninspected towing vessels.

Since 9/11, port security has been an increasing concern. Certain commercial facilities and vessels must, by law, maintain specific security standards. Under the direction of active duty personnel, two Auxiliarists, George Peek and Gary Gunter, work closely with SeaPort Canaveral, the largest fuel depot in the port, freeing up active duty to focus on other tasks. Land and waterside harbor patrols are provided on a regular basis, listing the vessels in port, looking for pollution, safety concerns and demonstrating, by their mere presence, that Team Coast Guard is on-site and on duty. Regular patrols make it easier to notice something different, giving practical emphasis to the "See Something, Say Something" motto of the Department of Homeland Security. Auxiliarists do not transfer every three years and, therefore,



Photo by Bill Giers, Flotilla 17-6, Central Brevard, Florida.

Gary Gunter, Flotilla 17-2, South Brevard, Florida, climbs high to verify the navigation lights are working on a large tow boat in Port Canaveral. Gunter is one of 17 qualified inspectors of uninspected commercial vessels at the Port Canaveral marine safety detachment.

have a history of the area that no one else on the team can provide. Four Auxiliarists just completed their Pollution Response Investigator training: George Peek, Terry Riley, Gary Gunter, and Bill Giers.

Auxiliarists also provide the MSD with administrative support. Not glamorous, but absolutely necessary. However, everyone

loves a party and fellowship and morale events are a necessary part of team building for the department. The MSD enjoys the benefit of four Auxiliary chefs: George Peek, Ara Charder and Bill Giers all from Flotilla 17-6, and Beth Gallagher, Flotilla 4-5.

Six Auxiliarists: George Peek, Terry Riley, Gary Gunter, Rick Bloom, and



George Peek, Flotilla 17-6, Central Brevard, Florida, inspects a valve at Port Canaveral during a facility inspection of the marine safety detachment at Port Canaveral. Peek oversees 16 qualified vessel examiners for uninspected passenger vessels, commercial fishing vessels, and uninspected towing vessels.

Bill Giers, all from Flotilla 17-6, and Jim Emken, Flotilla 17-2, are the regular volunteers at the MSD supporting several of the missions and relieving active duty personnel. Gary Gunter, marine safety staff officer and lead trainer, assisted by George Peek, oversees twelve life raft examiners at two life raft repair and servicing facilities. This program was recognized as a model program and presented at the Coast Guard Innovation Expo in 2012. Forty-one vessel examiners vessel examiners cover the division's area of responsibility.

Over three thousand hours of Auxiliary volunteer time were provided by Division 17 to the MSD in 2011 and about the

same so far in 2012. As the Auxiliary continues to build a solid relationship with the MSD, their task list is expected to grow. While it is dramatic to save a life through a search and rescue operation, it is just as important to save many lives through education, safety examinations and making sure safety equipment works properly. One way is wholesale, the other, retail. 🚢

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The author, Bill Giers, Flotilla 17-6, is public affairs officer for the Port Canaveral MSD, assistant public affairs officer for the CG station, and Division 17 staff officer for public affairs.

"MSD Port Canaveral is one of the few units I have seen in my 25 year career where the Coast Guard Auxiliary plays such a vital role executing the unit's primary missions. Whether it be Life raft Servicing inspections, Commercial Fishing Vessel Exams, Uninspected Tow Vessel Exams, or myriad other duties, Auxiliary Division 17 answers the call. MSD Port Canaveral relies on the Auxiliarist for mission support and we look forward to many years of continued success and camaraderie with them."

Lt. Elliott, supervisor, marine safety detachment, Port Canaveral, Sector Jacksonville.



Photo by Bill Giers, Flotilla 17-6, Central Brevard, Florida.

At MSD Port Canaveral, Jim Emken, Flotilla 17-6, Central Brevard, inspects the unit's pollution response trailer for corrosion and inventories the contents once a month; as necessary, he and shipmate Terry Riley make repairs as necessary for immediate response.

U.S. Coast Guard photo by Petty Officer 2nd Stephen Lehmann.



Tradewinds 2012

In June 2012, 25 Auxiliary chefs, interpreters, instructors, communications people and incident command system (ICS) specialists headed off to the island of Barbados in the Caribbean. They went there in support of Tradewinds, an annual exercise conducted by the U.S. Marine Corps, in cooperation with partner nations of the Caribbean and Canada. Tradewinds is sponsored by the Coast Guard's U.S. Southern Command and it is directed by the Chairman of the Joint Chiefs.

The exercise focused on combating transnational organized crime and on disaster response. Another objective was to exchange information and build relationships between the U.S., its partner nations, regional organizations to support security

objectives. Seventeen nations from around the Caribbean participated in the exercise.

"There were some long days, but it was worthwhile assisting the Army in the preparation and handling of meals," said Paulette Parent, Manatee Flotilla 83, Florida, lead AuxChef member. "This was the first time any of our team had actually prepared meals in a mobile kitchen trailer, working alongside Army mess cooks while under the supervision of a U.S. Marine staff sergeant. It was a great experience."

"The main thrust of instruction for the maritime portion of Tradewinds was ICS and team coordination training," said John R. Ellis, instructor, Flotilla 4-10, Louisville, Indiana. "Our students were the decision makers in their own countries and showed

a lot of interest and participation in the class."

Auxiliary interpreters were needed by Army and Marine instructors. Two interpreters were at the Barbados Defense Forces Camp Paragon where they stayed with members of the Barbados forces. "I never thought I would find myself on a rifle range when I joined the Auxiliary," said David Alexandre, a creole interpreter from Flotilla 24-3, Milford, Connecticut. "I soon found myself interpreting instructions on rifle range procedures and hostage negotiations. Quite an experience."

In addition to Auxiliarists, District Seven's communications van was transported by the U.S. Army from Florida to Barbados. Not only did the Auxiliary

maintain communications with the scattered groups during the exercise, but it served as a round-the-clock medical watch for all personnel at the Coast Guard's base at Pelican Bay, Barbados. Dan Jacquish, Flotilla 51, Palm Beaches, Florida, and his team did not stop with communications duties, but assisted in the important daily distribution of water, ice, meals, scuba gear and much more. They were vital to the safety and comfort of all participants.

Members of the 2012 Tradewinds Auxiliary team were: Brian McArdle, Flotilla 33, Kilmarnock, Virginia; Auxiliary chefs Antoinette Borman, Flotilla 84, Sarasota, Florida; Stanley W. Clark, Flotilla 72, St. Petersburg, Florida; Elizabeth Gallagher, Flotilla 45, Sanford, Florida; William Losch, Flotilla 23, Northeast Georgia; Paulette Parent, Manatee Flotilla 83, Florida; Robert Whytal, Manatee Flotilla 83, Florida; interpreters, David Alexandre, Flotilla 24-3, Milford, Connecticut; Julian Corrales, Flotilla 67, Coral Gables, Florida; Raul Fernandez-Calienes, Flotilla 63, Coconut Grove, Florida; Marc Garcia, North Bay Flotilla 6-10, Florida; Peter Kirkpatrick, Flotilla 31, Richmond, Virginia; Ian MacBaradit, Flotilla 65, Cutler Ridge, Florida; Renel Noel, North Bay Flotilla 6-10, Florida; Henry Quintana, Flotilla 65, Cutler Ridge, Florida; instructors Karen and Dan Maxim Flotilla 66, Central Trenton, New Jersey; John R. Ellis, Flotilla 4-10, Louisville, Indiana; communications James Canavan, Flotilla 15-10, Lake George, New York; Mark Gaisford, Flotilla 59, Stuart, Florida; Dan Jacquish, Flotilla 51, The Palm Beaches, Florida; Dennis Krakow, Flotilla 51, The Palm Beaches, Florida; Edward Menard, Perry Lake Flotilla 31-9, Kansas; Kenneth Stanley, Flotilla 48, Somerville, New Jersey. The Auxiliary Team was supported by Grace Hirigoyen, Flotilla 67, Coral Gables, Florida, who processed orders, travel arrangements and expense reimbursements at the Coast Guard's Southern Command center. 🇺🇸

The author, Brian McArdle, Flotilla 33, Kilmarnock, Virginia, is director, international affairs.



Photo by Brian McArdle, Flotilla 33, Kilmarnock, Virginia.

Ken Stanley, Flotilla 48, Somerville, New Jersey, and Dan Jacquish, Flotilla 51, The Palm Beaches, Florida, of the communications team review the supply distribution schedule. In addition to communications responsibilities, each day the team distributed food and water to members of the 17 partner nations participating in Tradewinds 2012.



Photo by Brian McArdle, Flotilla 33, Kilmarnock, Virginia.

Toni Borman, Flotilla 84, Sarasota, Florida, and Paulette Parent, Flotilla 83, Manatee, Florida, Auxiliary chefs, serve breakfast to hungry Marines in the mess hall at the Coast Guard's Pelican Bay base just outside Bridgetown, Barbados, during the Tradewinds 2012 exercise. Food was prepared at the U.S. Army's mobile kitchen trailer.

Incident Management & Preparedness

An Overview

In the aftermath of Hurricane Katrina and Deep Water Horizon, the Coast Guard asked the Auxiliary to establish a new department tasked with providing and maintaining a credible and sustainable level of mission support from which the Coast Guard could draw upon in the event of an emergency. The new Incident Management and Preparedness Department is the Auxiliary's response to this request. The department assists the U.S. Coast Guard by striving to establish a process for selecting, notifying, and deploying Auxiliarists for joint activities with the Coast Guard. The department will also provide a means of sharing data, offering training, communicating through sectors, evaluating events, creating contingency plan(s), and elevating preparedness. "Incident management" refers to how the Auxiliary actually responds to the Coast Guard's request, while "Preparedness" involves how the Auxiliary prepares and trains to meet the anticipated need.

The incident management division conducted a review of the Auxiliary's use in support of previous Coast Guard operations and held discussions with sector commanding officers. It was determined that the Auxiliary is most often needed to provide three functions: unit backfill, incident surge operations and direct augmentation.

Unit Backfill

This refers to maintaining the local unit's standard operating tempo by "backfilling" positions/functions vacated when the active/Reserve/civilian member is mobilized and sent to an incident. These positions/functions could be staffing the phone, processing marine permits, communications watchstanding, to standing search and rescue duty. The local unit is to pre-identify these positions, and working through the Auxiliary sector/unit coordinator, identify



U.S. Coast Guard photo by Lt. jg. Brian Miller.

Auxiliarist Taylor Williams (right), Flotilla 15-3, Memphis, Tennessee, listens to a discussion on training tactics from Petty Officer 1st Class Barry Bernaby (left), team leader for a Disaster Assistance Response Team (DART), prior to joint training exercises with local first responders on the lower Mississippi River in March 2012. The DART re-certified the Auxiliary in the use and operation of protective equipment and flood punts.

Auxiliarists who can fill these needed positions.

Incident Surge Operations

The focus here is on surge. When the local unit needs additional support on-scene at the incident (usually after exhausting their immediate response resources), Auxiliary support may be requested. This is not to say the Auxiliary may not be requested earlier in the initial response, just that they cannot be mandated and takes into account the need to solicit the necessary members/resources. The type of support the Auxiliary may provide is varied from air over-flights to boat operations to logistical support, etc.

Direct Augmentation


This refers to the actual embedding of a trained/credentialed Auxiliarist into the unit's incident response team(s). These teams range from Sector Type 3 Incident Management Teams, Disaster Assistance Response Teams (DART Flood Punts), Public Affairs Joint Information Center Teams to District Joint Field Office Teams. These Auxiliarists have the USCG-required training/credentialing and position qualification system requirements completed. Other roles include working as an agency representative for the unit commander at local emergency operations centers or liaising with other agencies. Coast Guard direct augmentation requires a much higher level of ICS education and training than the basic ICS courses.

The department has created another feature to accomplish the above tasking. It maintains a "skills bank" which contains the names and qualifications of Auxiliarists who are willing to provide assistance to the Coast Guard when the need arises.

Preparedness involves training

The Auxiliarist must be knowledgeable, trained in and comfortable with using the incident command structure and emergency management principles. The contingency planning division of the department provides training/templates for the development of contingency plans, as well as Homeland Security exercise and evaluation program-compliant exercise templates. Flotillas/divisions/districts may use these templates so that Auxiliarists who are willing to provide assistance are up to the task.

When duty calls, a procedure must exist to get the right people to the right place. In this regard the department works closely with the Auxiliary sector coordinator and the district commodore (or representative) to ensure the appropriate Auxiliarist is deployed timely, given correct instructions, proper paperwork, assistance and support while deployed.

Auxiliarists who are interested in assisting the Coast Guard in these operational missions are encouraged to update their biographical information in the skills bank and work with their Auxiliary sector/unit coordinator. 

In six foot seas, Greg Miller, Channel Islands Harbor Flotilla 72, handles the walking fender during personnel transfer training outside of Channel Islands Harbor, Oxnard, California. Miller is one of two Auxiliarists qualified on the 47-foot motor life boat.



Photo by Mike Brodey, Flotilla 74, Ventura, California.

The Successful Use of the Auxiliary In the Sector

A case study of District 11-South's Seventh Division at Oxnard, California

Why do some Coast Guard units have Auxiliarists fully embedded with their active duty counterparts, while some have none?

In this issue Mike Brodey offers his experience in Division Seven, District 11-South where a small core of extraordinarily dedicated volunteers work at their local Coast Guard side-by-side with the active duty. Brodey, is an eight-year member of Flotilla 74. He is one of three Auxiliarists who have qualified as crew on the 25-foot response boat. "Over the course of six years I served Division Seven as operations officer, commander and, currently, as unit coordinator—the liaison between Station Channel Islands Harbor (STA CIH) and the Auxiliary. That tenure spans three changes of watch of the sector and station command. Despite some bumps along the way, the roots of our relationship are well-developed and our opportunities for service grow with each change of watch."

Located northwest of sprawling Los Angeles, Division Seven, District 11-South, occupies the coastline from just north of Malibu to Point Conception, including the offshore Channel Islands. It includes the harbors of Port Hueneme, Channel Islands, Ventura, and Santa Barbara. Port Hueneme is a bustling commercial port, as well as home to the Navy's Seabees and the Pacific Warfare Center. The Coast Guard maintains a small boat station at Channel Islands Harbor and a marine safety detachment in Santa Barbara Harbor. Two Coast Guard cutters are lo-



Photo by Mike Brodey, Flotilla 74, Ventura, California.

Larry Owens, Channel Islands Harbor Flotilla 72, Oxnard, California, puts the finishing touches on a hinge for a new chart table at Coast Guard Station Channel Islands Harbor. Owens is one of two Auxiliarists qualified to crew the station's 47-foot motor life boat.

cated in the area. Station Channel Islands Harbor is the Coast Guard's southernmost heavy weather station on the West Coast. Division Seven comprises 165 members in five flotillas.

The division is noted for its prominence in operations, working very closely with active duty station personnel. In fact, Station Channel Islands Harbor is one of the few stations on the West Coast, and the only one in District 11, in which two Auxiliarists are currently qualified to crew on active duty boats.

But this story is not just about operations. It is about the how the sector, and more specifically, Station Channel Islands Harbor effectively uses the Auxiliary, and why some Auxiliary members make a better fit than others when working with the active duty.

From crew and public affairs to communications watch standing; from public education classes and member training to commercial fishing vessel inspections and recreational vessel exams, container inspections and dealer visitations, Sector Los Angeles/Long Beach and Division Seven do it all, together.

Most indicative of the successful augmentation program at STA CIH is the recent award made to Larry Owens, Flotilla 72. In an "All Hands" ceremony at the station he was made an Honorary Chief Petty Officer of the Coast Guard, a rare tribute to his selfless devotion of time and effort helping out the crews. He is one of three Auxiliary members that in 2007 took on the challenge of becoming crew-qualified on the 25-foot response boat. Owens later also qualified on the 47-foot motor life boat. He is a valued crew member at the station whose handyman skills are in constant demand and his "signature" can be found on numerous projects at the station, such as the glassed-in conference room, patio shelter, and Coast Guard bell monument. Now in his sixties, Owens runs five miles a day. The one thing he hates is standing around with nothing to do. "There was a six month period," he said, "in which we had quite a few hours underway. I think it was last year, I figured out that every 12-15 hours that I was here, equaled only one-half hour of time underway. So, if your goal is to be crew-qualified, you can expect it to take quite a long time."

Owens is an Auxiliarist who fits in well, but his attitude is reflected in most of the Auxiliarists who work at the station. Lieutenant Tim McGhee, commanding officer at STA CIH, summed it up: "The Coast Guard Auxiliary is an important and valued partner of Team Coast Guard. There is no better display of the contributions they make than right here at Station Channel Islands Harbor." In this close station environment, and to a lesser degree at sector, where Auxiliarists work side-by-side with active duty counterparts, not every Auxiliarist makes a good fit. A good understanding of military culture, customs, and organization is key to fitting in without standing out. "Stripes" must be earned by each new member, whether active duty or Auxiliarist. Prior military service is a big plus, but the most important thing is a desire to serve as part of a family, to train with professionals and meet the same standards and to share their workload. As Greg Miller, Flotilla 72, said as to his qualifying on the 47-foot motor life boat, "Command said to me, 'You

"Stripes" must be earned by each new member, whether active duty or Auxiliarist.

know we're getting another 47. You need to step up to the plate.' It was intimidating, but I got qualified, and it was motivating for others who saw a much older dude do it."

"Commitment" says it all," said Lt. Cmdr. Marcus Gherardi, a former commanding officer at STA CIH, who initially certified the Auxiliarists as boat crew on the station's 25-foot response boat. "Commitment is the primary reason STA Channel Islands' Auxiliary program has been so successful for nearly a decade. We work with Auxiliarists who are committed to the missions and who dedicate significant time for training. Boat crew certification fortifies the bond between active duty member and Auxiliarist."

Obviously, not every Auxiliary member is a good fit to augment at a small boat station as a boat crew member. The physical requirements are daunting enough to discourage most. Age and sore hips can force one to give up crew duty, but other opportunities abound such as keeping the station's charts and publications updated, assisting in the rescue and survival systems department, and handling the many station tour requests. One can support the station's photography needs or fill a liaison position.

Henry Goldman, Flotilla 74, plays a key role as the station's public affairs officer, acting as liaison to all the local media, as well as the sector and other agencies. He coordinates station tours and events such as a recent Safe Boating Expo sponsored by the Channel Islands Harbor Patrol and held at the station. "Three elements are key," said Goldman. "An Auxiliarist first has to be committed. If you agree to do a job, then you absolutely have to be there and do it. You have to perform the job at the level the Coast Guard expects, and you have to know and respect Coast Guard culture, which means wearing the uniform proudly and correctly and abiding by Coast Guard protocols without fail."

Photo by Mike Brodey, Flotilla 74, Ventura, California



Communications watchstander, Jim Moody, Flotilla 77, Mandalay Bay, California, serves as radio watchstander at Station Channel Islands, Oxnard, California.

There are presently three Auxiliary radio watchstanders pulling shifts at STA CIH and allowing active duty members to train or do other necessary work: Dave Miller and Charlie Geiger, Flotilla 73 and Jim Moody, Flotilla 77. Geiger installed an AUXNET radio right in the station's communication center and once a month makes a long trek up to the Bald Mountain Rescue 21 radio repeater station to act as the vital radio relay, when Rescue 21 goes down for monthly maintenance.

Additionally, Tom Shaw, Flotilla 71, instructs both the active duty and Auxiliary in team coordination training at the station.

What is truly amazing is that all this is accomplished without neglect of the Auxiliary's primary mission of promoting boating safety. Year-after-year, the division maintains its public outreach programs such as boating safety classes, dealer visitations, public affairs, and vessel inspections. Hundreds of boaters have received their safe boating instructor certificates through instructors, Bob Holm and Doug Williams, Flotilla 74; Richard Heller and Roy Graboff, Flotilla 72; and Bob McCord, Flotilla 77. Working closely with the Marine Safety Detachment in Santa Barbara, Tom Shaw conducts commercial fishing vessel

inspections in all the harbors within the area of responsibility, including the commercial harbor of Port Hueneme. Steve Rosenberg and Eldon Schierman, Flotilla 72, inspect six-passenger recreational boats for hire. Recreational vessel check teams, led by Anna and Jim Smeal, Flotilla 74, effectively help reduce the number of Coast Guard boardings by active duty personnel in yet another example of manpower savings to the Coast Guard. Others Auxiliarists work at sector in San Pedro harbor doing similar work, plus inspecting cruise ship life rafts and shipping containers, as well as in incident command planning where Auxiliarists help organize myriad details for large events.

Captain James Jenkins, sector commander, offered this opinion on the effectiveness of Sector Los Angeles/Long Beach in using the Auxiliary. His comments are drawn on his years of experience as deputy commander, and most recently as sector commander of LA/LB. "Sector Los Angeles - Long Beach receives extraordinary support from the Auxiliary through both their performance of core Auxiliary functions, and their augmentation of field units and the sector itself. Sector works to instill a spirit of inclusion and appreciation for

Brodey's Conclusions:

Be reasonably physically fit. The military is highly fitness conscious and frowns on those who are not. Being fit enables you to keep up and carry out necessary duties and also give one a good appearance wearing the uniform.

Understand Coast Guard culture. This means understanding grades, rank, insignia and affording the proper respect.

Understand that every station and sector has a hierarchy that transcends rank. An Auxiliarist has to start at the lowest level, without standing out, and earn respect.

Be willing and able to study for advancement without a great deal of help. Coasties have little time to "baby sit" you.

Be able to devote large amounts of time and effort. Nothing is more discouraging to command than to train an Auxiliarist only to have him quickly drop out.

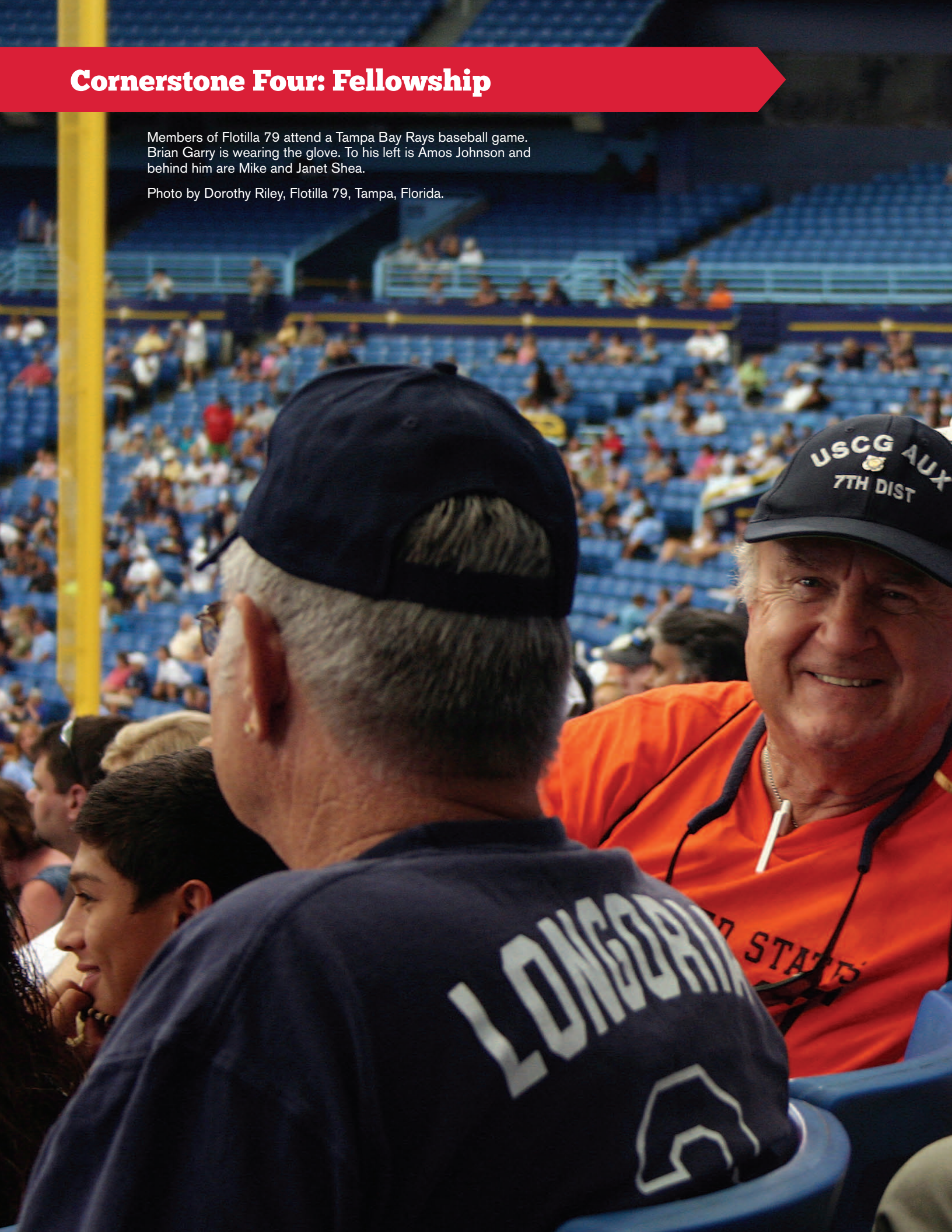
Be willing to do grunt work. Station duty is not always glamorous. Maintenance chores are constant and necessary and everyone shares the load.

the Auxiliary throughout our military and civilian workforce. We strive to integrate the Auxiliary into leadership, planning, management, exercises and all appropriate operations. We also endeavor to provide both informal and formal recognition for their outstanding achievements on a regular basis. Ultimately, success has built upon success. As Coast Guard personnel observe the Auxiliary carrying out new responsibilities, they also conceive of additional roles the Auxiliary can fill. The bottom line is that at a Coast Guard sector like LA/LB, where there is a tremendous workload, but limited resources, the Auxiliary is an essential force multiplier, helping us get more done and at a much higher level than we would be able to without their tremendous contribution of service." 🌀

Cornerstone Four: Fellowship

Members of Flotilla 79 attend a Tampa Bay Rays baseball game. Brian Garry is wearing the glove. To his left is Amos Johnson and behind him are Mike and Janet Shea.

Photo by Dorothy Riley, Flotilla 79, Tampa, Florida.







The Way Forward

By Commodore Thomas C. Mallison

Recent years have been turbulent in terms of organizational structure, fiscal cutbacks, and expanding missions for the Auxiliary.

The organizational restructuring of the Coast Guard appears to be stabilizing. The restructuring within the Auxiliary that gave us Auxiliary sector coordinators and district directorate chiefs continued more recently at the national level. That effort was formalized in the most recent changes to the Auxiliary Manual.

We can expect to see increasing competition for resources provided by the Coast Guard and other sources through our financial arm, the Coast Guard Auxiliary Association, Inc. It will be increasingly important for us to be good stewards of the resources entrusted to our care. It will

be equally important to obtain additional funds to supplement a potential reduction of the federal budget that may result in decreased funding from the Coast Guard in certain areas.

The expanding number of operational, administrative, and logistical missions, which we perform, gives us ever-increasing opportunities for service. Every member should be able to attain personal satisfaction within that array of missions.

Training, Communication, and Members are watchwords intended to guide our focus as we move forward.

Training

Auxiliarists are optimally trained to perform many tasks in a safe, responsible manner. The training spectrum consists

of qualification, sustainment, and proficiency training.

- ♦ Qualification training prepares a candidate with the minimum tools to perform a particular mission.
- ♦ Sustainment training is a periodic refresher needed to maintain the minimum qualification.
- ♦ Proficiency training provides the additional familiarity and skill to become truly expert in all aspects of the mission at hand. This should be one's ultimate goal.

Training programs must provide avenues for members to gain the skills needed for them to be active in the activities in which they wish to participate. The training must be relevant to the activity for which you are be-

ing trained. We will do our level best to not waste our members' time training for activities in which they do not desire to participate or in which they are not able to participate.

Communication

Communication is essential to our success. There are two chains of communication within our organization, and they are equally important.

- ♦ Communication between elected leaders following the chain of leadership and management, disseminates policy and guidance, facilitates feedback and provides an avenue for clarification, coordination and redress.
- ♦ Staff communication using the concept of parallel staffing provides an avenue for subject matter experts to pass the day-to-day information required for program management and execution.

Advances in technology have moved very rapidly in the last few years. We must be careful to not disenfranchise members who are less technically advanced, while using technology to more efficiently and effectively reach the bulk of our members and the boating public. We will rely more and more on electronic classroom and meeting technology in the years to come.

Members

Members are the lifeblood of our organization. Without members we are nothing as an organization.

Often we hear the words "recruiting" and "retention" uttered in the same breath, as if these activities are one in the same. They are not.

- ♦ Recruiting is analogous to sales. Members join the organization for a variety of reasons. They see something in the Auxiliary that energizes them and makes them feel worthwhile. Recruiting and building membership is the focus of the sales effort that is vital to our long-term viability as an organization.
- ♦ Retention, on the other hand, is analogous to service, and requires a much

2012 National Conference, Looking toward the future

A few thousand yards from the Alamo in San Antonio, Texas, the Coast Guard Auxiliary held its 2012 National Conference (NACON) at the Hyatt Regency Riverwalk hotel. While the theme of this year's event was "Fiesta," NACON was more than just a party.

Introducing the new national bridge for 2013-2014 . . .



COMO Thomas C. Mallison, Flotilla 31-8, Manistee, Michigan, national commodore, succeeding COMO James Vass, whom Mallison served as vice national commodore since 2010.



COMO Mark Simoni, Flotilla 24-5, Saginaw, Michigan, vice national commodore, previously deputy national commodore—Atlantic Area West.



COMO Richard Washburn, Flotilla 12-7, Quad Cities, in Gray, Tennessee, deputy national commodore—Atlantic Area West.



COMO Angelo A. Perata, Flotilla 11-1, North Lake Tahoe, Nevada, deputy national commodore—Pacific Area.



COMO Harold A. Marshall, Flotilla 13-6, Freeport, New York, deputy national commodore—Atlantic Area East.



more sustained effort. Preserving the members' enthusiasm by meeting expectations requires conscious effort that continues for years.

Dreams are the stuff of which life is made. Dreams provide a measuring stick

by which happiness can be measured. Encourage your fellow members to dream and to help them realize their dreams of worthwhile service. 🌟

Semper Paratus!



Striving For Proficiency

Admiral Bob Papp assesses the course of the Coast Guard Auxiliary.

Interview by Christopher Todd, Flotilla 6-11, Miami, Florida, deputy director, department of government and public affairs

In the Fall 2010 issue of *NAVIGATOR*, we had the pleasure of interviewing Admiral Bob Papp, the 24th and current commandant of the Coast Guard. Papp provided his perspective on a number of issues important to the Auxiliary. At the 2012 national conference, we were fortunate again to have the opportunity to speak with him. The following is an edited transcript:

NAVIGATOR: You have served as commandant of the Coast Guard for more than two years. How has the Coast Guard

Auxiliary performed during your tenure?

PAPP: It's really hard to believe that two years have flown by since the last time I was with the Auxiliary at its national conference. It's been great. This last week we've had a chance to review a number of efforts and I was very pleased to see all the progress that's accumulated. A lot of that is due to work behind the scenes. The Coast Guard Auxiliary is an integral member of our Coast Guard family. We couldn't get the job done without you.

NAVIGATOR: Is the Auxiliary presently aligned effectively with the organizational structure of the Coast Guard?

PAPP: I think the Coast Guard Auxiliary is aligned perfectly. The Auxiliary leaned forward, actually starting about four or five years ago when we started the reorganization of the Coast Guard, and you moved out very smartly in terms of reorganization. I felt a little badly two years ago when I asked you to change that organization slightly. It was really my strong belief that

we needed to retain Atlantic Area and Pacific Area, because those areas are so vast and have so many complex concerns, I just didn't think we could leave it under one operational commander.

NAVIGATOR: In 2010, you clearly identified recreational boating safety as the most important mission for the Coast Guard Auxiliary and expressed some concern that the Auxiliary might be taking on too many new missions—such as incident command systems—which deviates from our core mission. What is your present assessment of this landscape?

PAPP: Maybe I was concerned that the Auxiliary was taking on too much, but if I was at the time, I'm not now. I think there is a lot of room within this family for people with various talents to go above and beyond just recreational boating safety. What I don't want to do is throw the rudder over every couple of years and get the Auxiliary steering off in one direction because the Auxiliary is a pretty big ship, and it's hard to gain momentum, and it's hard to make a big course change. How do we position ourselves? What are the long-lasting, enduring qualities of the Auxiliary? Why was the Auxiliary created in the first place? What do they do best? What void do they fill that the active duty can't? These questions are paramount. The thing that always comes to mind for me regarding the Auxiliary is teaching, exhibiting, validating, performing boating safety duties to help the public, and then to augment, whether it's regattas, security zones, or any other way that the Auxiliary can help the Coast Guard. And let's focus on becoming very, very good at doing that. I'm talking a lot about proficiency lately—making sure that we're the absolute best at what we're called upon to do, and not asking us to do too many things that perhaps dilute the experience.

NAVIGATOR: During our last conversation, you identified engaging and recruiting America's youth as a priority for the Coast Guard Auxiliary. We now have implemented the Coast Guard Auxiliary University Program. Are we doing enough to recruit new, younger members to the organization?

PAPP: I think you are off to a good start. I see a lot of young faces walking around, and a lot of them I recognize because I have had a chance to chat with the younger Auxiliarists that are joining. They're excited, they're enthusiastic, they're reaching out, and they're growing their groups. I'm pleased with the start that we've made, we just have to keep the throttle down and push ahead.

NAVIGATOR: Where does the focus of the Coast Guard Auxiliary need to be over the next two years?

PAPP: We need to focus on doing the absolute best at our key missions and ensuring that we remain extremely proficient. We're doing that throughout the entire Coast Guard right now. After the attacks of September 11, we tried to do a lot of things, but we weren't necessarily doing all of them well. Focusing on teaching boating safety and helping the Auxiliary keep their facilities running—the boats and the aircraft we need to augment the active duty will be priorities. That is where the emphasis should be over the next two years.

NAVIGATOR: Do you have any additional closing thoughts you would like to share?

PAPP: I would just like to share with the Coast Guard Auxiliary how absolutely happy they make me. I have the great privilege and honor, first of all, to be the senior leader of the entire Coast Guard. It's a service that I've devoted my entire adult life to, and I've done that because I love it. If you love the Coast Guard it's because you love Coast Guard people, whether it's the active duty, the Reserve, the civilians, or the Auxiliary. Because Auxiliarists are just such unique individuals, because they volunteer their time, because they're patriotic and enthusiastic, it just never fails to bring a smile to my face. It's a smile that is not only happiness, but also of pride, and because it is such an honor for me to be able to work with all of you.

NAVIGATOR: As commandant, you asked the Coast Guard to focus on four principals: "steady the service," "honor our profession," "strengthen our partnerships,"

and "respect our shipmates." What impact have you seen from this initiative?

PAPP: We have seen significant results. The original thought of reorganizing the Coast Guard was based, in part, on increasing budgets. I knew coming in as commandant that I wasn't going to be facing increasing budgets. We had been expending so much institutional energy, including the institutional energy of the Auxiliary, in just reorganizing and realigning the service and the Auxiliary, we needed to steady the service.

My wife Linda and I have championed what we call the "Year of the Coast Guard Family" under respecting our shipmates. "Year" may not have been the best choice of words because it implied the initiative would only last one year. We've signed off on a number of option years to keep the program going and we're moving ahead with housing, child care, ombudsman programs, and a few other things to try to help our folks.

Honoring our profession; I'm definitely interested in Coast Guard history—what makes us who we are? The services and agencies that have come together over the years to form what is today's Coast Guard. We started a couple of initiatives there. Hopefully within the next couple of months I'll be able to announce that we're going to break ground on a national Coast Guard museum in New London, Connecticut. We have authority to do that and I am determined to make sure we get that started before I leave. You know there is probably going to be a Coast Guard Auxiliary wing in that museum as well. It's going to be a really classy museum. We're just down to the point of choosing between two parcels of land of where it's going to be built. More to come on that soon.

Finally, strengthening our partnerships—our partnerships within the Department [DHS], with Customs and Border Protection, with air, marine, ICE, and others, but also across the river with the Department of Defense, and at the state, local, and federal levels, wherever Coast Guard people operate.

We've seen good progress on all four of those efforts.



Photo by John Colthoun, Flotilla 24-9, Bowie-Davidsonville, Maryland

Coxswain Kurt Sarac, Flotilla 14, Middle Newark, Delaware, and crew provide a safety zone around the USCGC *Eagle* en route to Baltimore Harbor during OPSAIL 2012 which commemorated the bicentennial of the War of 1812.

A Passion for the 44-MLB

Fellowship can be many things. Auxiliaries, like all passionate boaters, love nothing more than showing off their boats, driving them, and tinkering around with them. That's especially true when an Auxiliary gets his hands on a retired Coast Guard motor life boat. The U.S. Coast Guard built 110 44-foot motor life boats between 1961 and 1972. The last was retired from Coast Guard service in 2009 at Station Chatham in Massachusetts. Ken

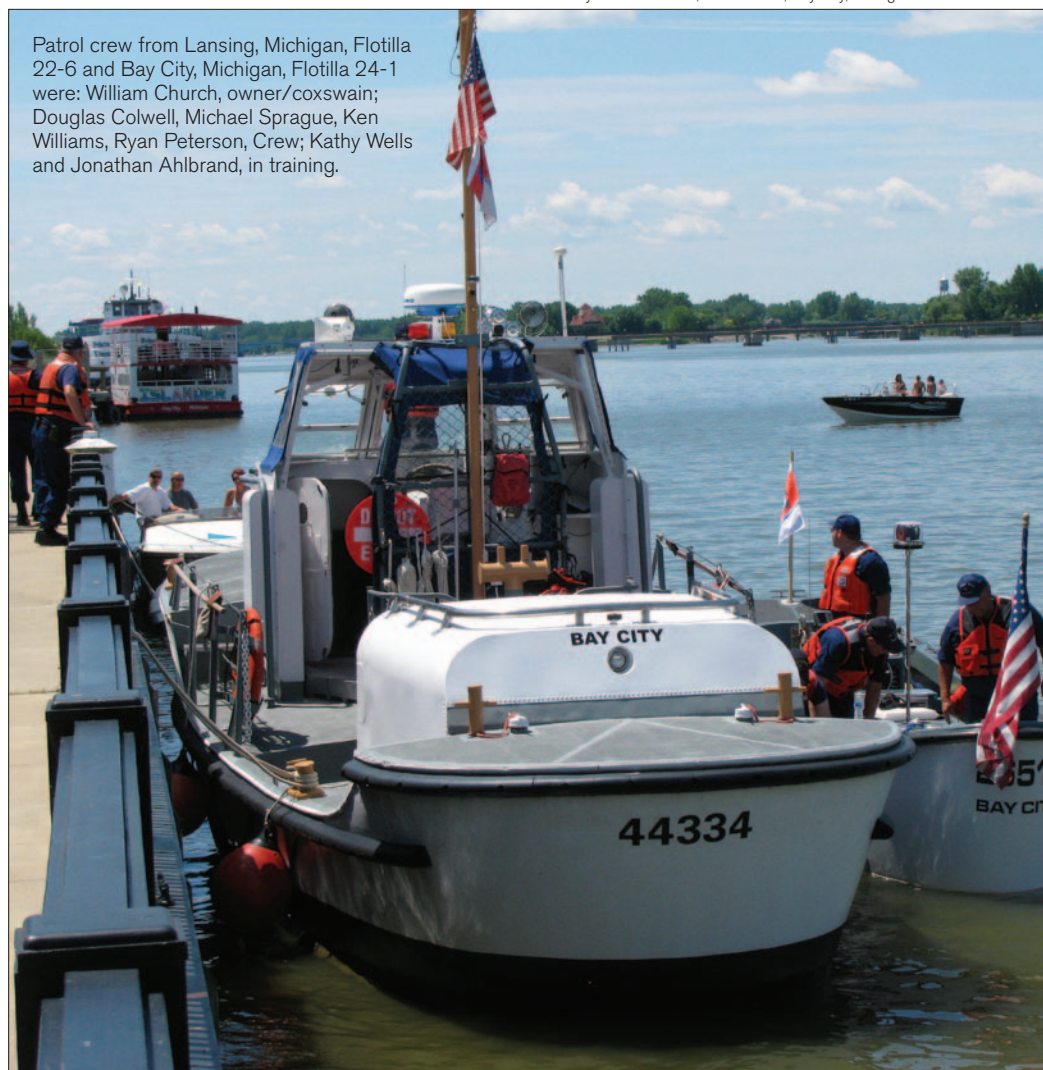
Bennett, Flotilla 31-5, Grand Haven, Michigan, coxswain aboard 44-359, William Church, Flotilla 24-1, Bay City Michigan and Kurt Sarac, Flotilla 14, Middle Newark, Delaware, are three Auxiliaries who enjoy the fellowship their boats promote.

By William Church, owner of MLB 44-334

"In 2007 I was looking for a 44-foot Motor Life Boat when I got wind that the State of Ohio was selling one. It was dirty and there

had been many cooks in the kitchen, but it had always been in fresh water and seemed to have a lot of life left. The engines were running and the shafts and props were okay. I made the only bid on MLB 44-334.

"Family members and shipmates helped bring the boat to port in Manistee, Michigan. We stopped at Coast Guard stations along the way and in St. Ignace we met Senior Chief Mallory who had started his career in the Coast Guard on this very



Patrol crew from Lansing, Michigan, Flotilla 22-6 and Bay City, Michigan, Flotilla 24-1 were: William Church, owner/coxswain; Douglas Colwell, Michael Sprague, Ken Williams, Ryan Peterson, Crew; Kathy Wells and Jonathan Ahlbrand, in training.

vessel. His eyes and heart welled up as he looked over his old boat and thought back 30 years. He had a ton of stories on her rescues and the hundreds of kids who became men aboard this boat. He told me to take care of her, and she would take care of us.

"Our 44 is now an Auxiliary vessel. Members from Cheboygan, Roscommon, Flint, Grand Blanc, Whittemore, Tawas, Saginaw, and Midland helped get our first crew ready for qualification. In turn, we help those crews. I have logged hours for Sectors Milwaukee, Soo, and Detroit. In 2012, operations are going strong.

"She takes us through storms and brings us safely home every time we go out in her. What a great training platform and rescue boat she is! She loves the work and doesn't care if you have four people or 10 people on board. She was never designed

to go fast, but bring on the nasty weather, and she can handle most anything. She has seen the beach and the pier a few times and has the scars, dents, and a replaced bottom to prove it.

"Currently training with us are six new members in addition to the Lansing, Michigan, flotilla which had no coxswains or vessels of its own. So, the spark is back. We have a weekend training coming up with a six-hour ride to Tawas, Michigan. People are coming down from as far north as the Bridge, and as far south as Lansing for three days. There will be plenty of fun, pictures and lessons learned by everyone."

**By Ken Bennett, coxswain
on MLB 44-359**

"Motor Life Boat 44359 began her long career in 1966 at Coast Guard Station

Muskegon, Michigan. She was decommissioned after 44 years of service and fell into disrepair until she was acquired by Randy Rottschafer, Flotilla 31-5, Grand Haven. An agreement was struck between Randy and the flotilla for use of the boat by the Auxiliary. We embarked on a total restoration that would consume many hundreds of hours of hard work by shipmates over three-and-a-half years. Today, our 44 serves under the Auxiliary ensign doing what she was designed to do—performing patrol duty and training missions in conjunction with the regular Coast Guard crew of the 47-MLB at the station. The 44 is also in service during the annual week-long Coast Guard festival in Grand Haven. It is a great training platform giving crew members the unique perspective of serving on a real motor lifeboat."

Photo by Brian Miller, Flotilla 31-5, Grand Haven, Michigan.



Left to right, Ken Bennett, John Anten, and Ralph Fairbanks, Flotilla 31-5, Grand Haven, Michigan, prepare their 44-foot motor life boat for a safety patrol during the week-long Coast Guard Festival at Grand Haven. Anten is a retired master chief of the Coast Guard.

By Kurt Sarac, owner/ coxswain on MLB-44-310

"We found our 44 on blocks at a marina in Lewes, Delaware. We took delivery in April 2011 and began a restoration in June. My shipmate Don Merrill shares our passion for the 44 and we asked him help manage the restoration. Vessels like this are never 100 percent complete, but we are about 85 percent there. Upgrades to the original electronics include three VHF-FM radios, high-def 3-D GPS and radar, sonar, fire system satellite TV, infrared camera and 360-degree camera. We even have the ability to let the command center take control of the cameras to see what we see at a particular time. We have a 110 A/C power generator. Engines were completely serviced, and we upgraded the hydraulics. New props are 30" x 25." Full lifesaving gear includes side throw markers, and a "P" Series Throw Can." She looks and feels much like the original boat.

"Since becoming operational, our 44 has supported boarding teams, security,

public affairs and patrols for events such as OPSAIL 2012, Canal Fest, and poker runs. It served as an observation platform for the TIGER Assessment Team and a public affairs platform for media, tours, recruiting, and at a memorial to those who served on the MLBs.

"The entire Fifth District has helped with the boat, including the DIRAUX office (CWO3 Sean McGarigal and Commander Terry Johns) who have patrolled with us and provided direction for the crew. Without the support of the leadership, we would have been very discouraged.

We have a crew of eight specifically trained for this vessel through on-water and classroom training based on the original MLB-44 "Operations Manual." Permanent crew includes coxswains Kurt Sarac and Don Merrill; crew Renny Giovannozzi, Dave Clendening, Bill Turnbull (retired Master Chief), Phil Wamsley, and others in-training currently.

"We see the 44 as a bridge from older to younger generations, and as a shared

resource of District Five-South and North. What is most gratifying, is that each week we have on board Coast Guard members from admirals to ensigns, young, middle-aged and retired shipmates who desire to be a part of this project. There was a moment at OPSAIL 2012 in Baltimore when we were returning to the dock and an active duty chief aboard a 25-foot response boat came alongside and asked to come aboard. He explained he was an instructor at the surf school in Cape Disappointment, Oregon, and read online about our restoring this 44. He just wanted to give us a thumbs up.

"Out of this project I have come to believe that no matter what is thrown our way, Team Coast Guard always finds a way to use its collective intellectual and physical assets to perform its mission. We, in the Auxiliary see the effort each day. It's an honor to support the active duty when they request it—to be a part of such a team!"

Specifications

The 44 MLBs were manufactured at the Coast Guard Yard in Curtis Bay, Maryland. According to the design and construction manual, the cost of a new 44 in 1966 was about \$115,000. Range of stability is in excess of 175 degrees and it is rated for surf conditions up to 20 feet, seas up to 30 feet and winds up to 50 knots sustained. Towing capacity is to 125 gross tons. The boat is self-bailing and self-rights in 30 seconds. There is no record of a 44 ever sinking.

Auxiliarists are in good company in their admiration of the MLB-44. Over half of the 44s decommissioned were transferred to foreign maritime services under the foreign military sales program. The boat is so popular with lifesaving organizations, several countries adopted the design. More than half of those 44s transferred to the Royal National Lifeboat Institution in Great Britain are still in service in Australia, New Zealand, Uruguay and Canada. 🌐

Clive Lawford's website www.44mlb.com is a resource for those interested in learning more or finding a used vessel.

Steve Lee, Auxiliarist of the Year

*By Cheyne Scoby, Flotilla 12-4,
Los Angeles, California*

Being selected the 2011 Auxiliary Member of the Year should come as no surprise to those who serve with Steve Lee. From a young age, he was very aware of the Coast Guard. "I grew up sailing on Long Island Sound and the Coast Guard Academy was just down the road," recalled Lee, in a recent interview, "so I was always very aware of the Coast Guard and its role in protecting our waters." Eventually, his admiration led him to join the Auxiliary and Flotilla 12-4 in Los Angeles, where he currently resides.

With the support of mentors like Robin Neuman, division 12 commander, Steve embraced the opportunity to use his professional skills as an award-winning music video director and photographer as public affairs officer for his flotilla and later the division. Combining those skills with the Coast Guard's policy and procedure took him first to the Auxiliary's public affairs C-School at Air Station Clearwater. He qualified as Public Affairs Specialist Specialist I in 2011. "I always recommend any new staff officer," says Lee, "to attend a C-School. It was a turning point for me in gaining confidence to performing my duties."

As a public affairs specialist, Lee was called upon regularly to supplement the District 11 Los Angeles public affairs detachment and, also, Sector Los Angeles-Long Beach. Lee got out the boating safety message in press releases published by the Los Angeles Times. His innovative approach to videos production, flotilla-specific informational pamphlets and the idea to invite Coast Guard officers to guest-lecture at public education classes, were cited by several newly-recruited members as a reason they wanted to join the Auxiliary.

Photo by Trent Kelley, Flotilla 12-5, Beach Cities, Los Angeles, California.




Steve Lee, Flotilla 24-1, Los Angeles, on patrol in King Harbor, Redondo Beach, California.

In addition to his public affairs work, Lee drew upon his passion for boating to become active in surface operations as a crewmember, vessel examiner and recreational boating safety program visitor. Since becoming qualified, he's participated in a number of search and rescue cases. He is a crew leader on the Division 12 Helicopter/Fixed-Wing Training Team (see page 52). One of Steve's photos taken during such a training mission was awarded runner-up in the Coast Guard's 2011 Photo of the Year contest. It is included in the rotating featured photos on the Auxiliary national website (www.cgaux.org).

Hearing from some of Lee's leaders and mentors sheds more light on his contributions. "I believe Steve is a great role model for all of us. His character is defined by three key principles: professionalism, good judgment, and balance," remarked Trent Kelly, Flotilla 12-4, member training officer. Lee's helicopter training team leader, Jeff Piolet, said, "Initiative is a great word to describe Steve. As a member of the Division 12 Auxiliary Helicopter/Fixed-Wing

Training Team, Steve helped improve our training curriculum by creating a reference guide that explains and shows the safety issues and different aspects of helicopter hoisting in which the team is involved." Al Verdi, district chief of staff, remarked, "Steve Lee has been a fixture in the District 11-South public affairs department for the past three years. He's the go-to professional, sought after to support the most challenging public affairs missions, all the while demonstrating proficiency, creativity and commitment in the best sense of honor, respect and devotion to duty."

When asked about his experience so far in the Auxiliary, Lee said, "Whenever I'm facing a challenging mission, I think about my motivation for it—the fact that what I do really does make a difference. I've realized that through the guidance of my mentors and shipmates, as well as from real-world experiences helping people. And, once you know that, serving as a volunteer for the Coast Guard, in any role, becomes a very special and enriching thing." 

Meet the New Chief Director



Captain David Rokes became chief, Office of Boating Safety and Auxiliary.

Captain David Rokes, a native of North Andover, Massachusetts, and a member of the Coast Guard for 36 years, became the new chief, Office of Boating Safety and Auxiliary, in July 2012. This is Navigator's first interview with him. Thank you, Captain, and welcome aboard.

NAVIGATOR: When did you first become aware of the Auxiliary and what was your initial impression? Why did you ask to be chief director?

ROKES: My first exposure to the Auxiliary began well before I joined the Coast Guard in 1976. I was an avid boater in New England and remember the Auxiliary being at the boat ramps providing literature and courtesy safety inspections. In the late 1970s, when I was stationed at Group New York during the huge events in the harbor, Auxiliarists were everywhere providing safety zone enforcement. In 1986, I was a break-in crewmember at Station Islamorada and one of, if not the best watchstanders that trained and qualified me in the radio room was an Auxiliarist. In the late '80s I took an Auxiliary sailing class in Newport, Rhode Island. During my

four years serving on Coast Guard Cutter Mackinaw, the Auxiliary always stepped up during Coast Guard Festival in Grand Haven to provide tours of the ship to thousands of visitors. This was a huge lift from the crew. During the festival, they also provided help in the galley, cleaning and polishing the ship, and volunteering in any capacity they could. In my last assignment, the Auxiliary brought all facets of knowledge and skills to assist in the herculean cleanup effort of the Deepwater Horizon spill of national significance.

I asked for this job because in 36 years of wearing this uniform, I have seen the Auxiliary perform professionally and with dedication and distinction. I know firsthand your value to our service and our country. When this job became available, I wanted the opportunity to serve the organization that epitomizes patriotism, selfless volunteerism, and dedicated commitment for making a positive difference.

NAVIGATOR: Looking forward five years, how do you think the Auxiliary will evolve? What, besides RBS, will be important to the Coast Guard for the Auxiliary to support?

ROKES: For the past few years the Coast Guard has been working in an ever-tightening budgetary cycle. As our cutters, boats, and aircraft continue to age and their maintenance and replacement costs rise, we find ourselves constantly trying to find ways to accomplish our missions on a tighter budget. While I won't categorize our fiscal outlook as a crisis, I am reminded of the old Chinese adage that where there is crisis, there is opportunity.

I don't necessarily see the Auxiliary's mission areas expanding much further, because the Auxiliary already has such a wide and diverse mission portfolio. But, what I do see changing over the next few years is a greater interest and appreciation for what the Auxiliary has to offer, and capitalizing on the Auxiliary's capacity and willingness

to support the Coast Guard and the nation in areas in which it excels.

The commandant has appropriately placed the recreational boating safety mission as the top priority of the Auxiliary. The Auxiliary was established 75 years ago to promote boating safety, and that focus has not changed. I cannot overstate the importance of all Auxiliarists supporting the national recreational boating safety program and keeping its focus on that mission. You are recognized as subject matter experts within the Coast Guard organization this is where your expertise is valued and appreciated.

While keeping the recreational boating safety mission front and center, I see greater opportunities for Auxiliarists to support units both ashore and afloat. One of my goals as chief director is to help commanding officers, officers in charge, and program managers understand the tremendous resources the Auxiliary brings to the table. The Commandant's Auxiliary Policy Statement mandates Coast Guard leaders "continually strive to enhance Silver and Gold partnerships..." but do they truly know how that can be done? One of my aims is to facilitate that.

The Auxiliary skills bank will go a long way in making the Auxiliary more visible and accessible to the gold side. The skills bank is going to become an invaluable tool for unit commanders to augment their crew with Auxiliarists who specialize in specific career fields for day to day operations or in the response to a natural disaster.

NAVIGATOR: The flotillas that get their operating money from RBS classes face stiff competition from state agencies who offer those classes for free. Is there any facet of public education in which you believe the Auxiliary has an advantage? Where will flotilla funding come from if the states become the primary provider of PE?

ROKES: Every state's boating safety agency has a different and unique relationship with

the Auxiliary. For the most part, that relationship is one of mutual respect and professionalism since our organization and those of the states partner regularly to accomplish this joint mission. Regretfully, that relationship is viewed by some as competitive, however, I don't believe this to be the case.

The Auxiliary's much-deserved reputation as subject matter experts in the recreational boating safety education and volunteerism is outstanding. This puts you in a key position to be of great value to the public and to the states. While the states are required to have education programs, they often cannot fulfill the demand themselves and need your help. The challenge is to work with our partners to find the way ahead.

I am very interested in exploring and pursuing recommendations made by Commodore Tom Venezio and the education committee in the study that was chartered by Commodore Vass. I think the committee's recommendations to reinvigorate the (public education) mission, improve course content, and enhance instructional delivery are both timely and on target.

NAVIGATOR: Are there any new ideas that you have heard about that you think sound particularly promising to promote recreational boating safety?

ROKES: Currently, the fastest growing segment of the boating community is paddling. Over the past decade, kayaking exploded in growth. More recently, we are witnessing a large growth in the use of stand-up-paddleboards. These types of boats are easier to operate in calm waters and are less expensive, thus, it's no surprise to see their use increasing. Regretfully, this growth is also resulting in a growing number of casualties.

In the past couple of years, the Auxiliary has exercised excellent initiatives like developing its vessel safety check program to specifically address paddlecraft and establishing partnerships with organizations like the American Canoe Association. I'm looking forward to building these types of programs and partnerships, and expanding them to our industry partners with a unified message to the public.

NAVIGATOR: There are a lot of relatively young members retiring from the active duty. What can we do to recruit more of them? Can info concerning Auxiliary membership be made available to people being released from active duty?

ROKES: Information concerning the Auxiliary can most certainly be provided to active duty Coast Guard members leaving the service. One way in which we can promote the Auxiliary is by holding informational presentations during the Transition Assistance Programs (TAPS) that all members leaving the service are required to attend to prepare them for the transition to civilian life. Other methods can be explored and developed with the Coast Guard Personnel Command, however the Auxiliary will face a significant challenge finding and marketing what incentives with which they can entice prior service members.

There is only so much we can do to encourage active and reserve members leaving the Coast Guard to join their local flotilla. TAPS presentations and including a line about the Auxiliary in the PSC check out form won't necessarily motivate to attend an Auxiliary meeting. The Auxiliary might continue to look within to find ways to make joining their flotillas more attractive to everyone, not just members leaving active or Reserve service. Are members of your flotilla wearing their uniforms properly and with pride? Does your flotilla leadership actively work with the command of their local units? Are you inviting members of your local stations and cutters to holiday parties? How welcoming and inclusive is your flotilla?

I own part of the responsibility to make the gold side more aware of the Auxiliary and the wonderful opportunities that exist. The Auxiliary itself owns part of the responsibility as well.

NAVIGATOR: How does an organization whose average member is nearing or at retirement, better recruit and retain college-age people looking for exciting opportunities having to do with career choices?

ROKES: I am extremely excited and impressed with the Auxiliary University Pro-

gram (AUP). This has incredible potential for growth. Providing an opportunity for young adults to earn credit for their participation and training in the Auxiliary is a win-win scenario for everyone. Another way the Auxiliary could attract young adults would be to work with the Coast Guard Recruiting Command (CGRC) in reaching out to young adults who may be unsure about committing to the active duty Coast Guard, to "test drive" it by joining the Auxiliary. The Auxiliary could help bridge the transition from civilian to military life by providing young adults a "taste" of Coast Guard policies, missions, and operations. This can also be expanded to young adults about to graduate high school, or those attending local community colleges.

Understanding that most young adults are more concerned with paying off student loans and getting a job rather than joining a volunteer organization is extremely important. There are many challenges in recruiting young members in an organization traditionally filled with more "experienced" individuals. As chief director, I realize it's in our collective best interest to make the Auxiliary an organization of choice for younger perspective members.

While we are on the subject of positioning the Auxiliary as an organization of choice for America's youth, I call to everyone's attention the commandant's human relations policies. As an organization founded on core values of honor, respect and devotion to duty, we are all bound to foster a work environment free of discrimination and harassment. While finding ways to recruit younger members, we ought to ensure that we are accommodating and welcoming to all, regardless of race, color, religion, sex, sexual orientation, national origin, disability, marital and parental status and political affiliation, as well as age. The commandant is clear in his equal employment opportunity and anti-discrimination and anti-harassment policy statements, and so am I. There are two family names on our uniforms—in everything we do, we must strive to not discredit either.

An Auxiliarist's POW Memorial

By Lou DiGiusto, Flotilla 78,
Cos Cob, Connecticut

The efforts of Bill Nelson, Flotilla 13-6, Freeport, New York, have led to an educational exhibit honoring the 86 U.S. Revenue Cuttermen that were captured by the British and became prisoners of war during the War of 1812. Nelson toured with the memorial aboard the Coast Guard cutter *Eagle* as it made port visits along the East Coast this summer as a participant in OpSail 2012 and other bicentennial events.

At the outbreak of the War of 1812, the U.S. Navy had no shallow draft vessels, only frigates. Many Royal Navy incursions were just off the coast in shallow water and the country called upon the 60-100ft fast and shallow-draft schooners of the U.S. Revenue Cutter Service to intercede. "Though there were many victories for the cuttermen, some battles resulted in the their capture by the British. Royal Navy warships had no room aboard for POWs so it was expedient to offload the prisoners at Melville Island, Halifax, Nova Scotia," said Nelson. "Many of the POWs were then transferred to prisons in England, or held aboard the many prison hulks. Hulks were rat-infested, disease-ridden, dark spaces where prisoners were crowded together in the cold and dank atmosphere in hammocks no more than 18 inches apart. Each hulk held from 600 to 900 POWs. Prisoners tried to earn extra rations by carving ship models from beef bones and wood scraps. Many 'prison ship models' from the era are on display at the U.S. Naval Academy museum in Annapolis, Maryland. In many cases our Revenue Cuttermen were falsely deemed British citizens and were sent to England as traitors. Many are still missing and possibly some were hung.

"Official records of the United States regarding prisoners of war were lost when the British sacked and burned Washington in 1814," said Nelson, "but, the British



Photo by Bill Nelson, Flotilla 13-6, Freeport, New York.

Bill Nelson's (Flotilla 13-6, Freeport, New York) educational exhibit honoring members of the U.S. Revenue Cutter Service who were captured during the War of 1812 traveled aboard the cutter *Eagle* during OpSail 2012.

Admiralty kept very detailed records of each prisoner—name, age, height, ethnicity, date of capture, where captured, vessel name, their condition, status, and date of discharge or death in captivity."

Nelson said that the University of Missouri "had eleven microfiche files containing 10,000 POW names from the U.S. Army, Navy, U.S. Revenue Cutter Service, and privateers." The university made the files available to him through a local library in Long Island. "Until I started going through the list of 10,000 individual names, no one had ever compiled a list of captured U.S. Revenue Cutter Service POWs," he said. "I knew the names of three cutters that were captured, the

USRC *Commodore Barry*, USRC *Surveyor*, and USRC *James Madison*, so, I started looking for vessel names."

Going through each name, line by line, Nelson compiled a list of 86 Cuttermen that were captured. "Instead of 'unknowns,' they became real heroes who served under extremely difficult circumstances.

"When I discovered the files, the names, and understood who these men were and what they did, it was an incredible story. The memorial is a way to properly honor these men who served our country at the very beginning of the Coast Guard," said Nelson. "This is a living, breathing project that will travel at least for the next three years." 🌐

Platinum Anniversary

New Jersey Division Eight celebrates 70 years of service.

In 1942, Division Eight, initially designated Division Three, was officially inducted, comprising the coastal Auxiliary flotillas from Atlantic City, south to Cape May, New Jersey. In 1943, the boundary was changed to include the Delaware Bay side of the southern peninsula.

With the need for tremendous expansion of the Coast Guard during World War II, most Coast Guard Auxiliary members were assigned to offshore patrols starting in May 1942. Auxiliary sailing facilities were positioned from southern New Jersey, north to Long Island, New York, where they operated under sail and conducted offshore listening and observation patrols.

Division Eight was under orders for many important war-related activities. Its members patrolled the fishing docks in Cape May and Wildwood, ensuring that radios were sealed; they check food and fuel loaded and expended; monitored security duty at Coast Guard radio at Atlantic City and several other Coast Guard units; conducted 24-hour tower watches at Coast Guard stations; performed security duty at the former Coast Guard base at Gloucester City, New Jersey, which functioned as an enemy internment center; and performed security patrols of the ship anchorages in the Delaware Bay. The training program for Auxiliarists included signaling, first aid, and boat handling.

The members of the newly-formed division were given a "baptism by fire" or, rather by storm. The area was struck by The Great Atlantic Hurricane on September 15, 1944. It was one of the most powerful storms to traverse the eastern seaboard, battering the South Jersey coast with 85-mph winds. Division members responded by logging over 5,300 hours of assistance and security duty.

Division Eight pioneered a number of important Auxiliary events. On March 14, 1944, the unit was the first in the Coast Guard district to teach boating safety



During District Five Northern's first district conference hosted by Division Eight on August 4, 1949, in Cape May, New Jersey, a Coast Guard HO3S helicopter lowers a rescue swimmer as a Coast Guard Auxiliary vessel (in background) and a Coast Guard DUKW amphibious boat stand by.

classes to the public. Thirty-two students completed the piloting and seamanship class taught by Auxiliary members. It hosted the district's first annual conference, then known as Rendezvous, in August 1947. In later years, the division coordinated many local dedications and memorial events.

In 1955, the Coast Guard established a marine safety patrol for the area. It used two 83-foot cutters out of the West End station, then located at the Delaware Bay entrance to the Cape May canal. The Coast Guard provided the cutters and the commanding officers; the Auxiliarists of Division Eight were the crew.

The division also had an active and innovative communications group. The team acquired tank radios out of World War II surplus and converted them to operate on VHF. Then they built a trailer in which they installed the radios, batteries

and a generator resulting in a completely self-contained mobile radio unit. The unit allowed them to participate in district-wide radio drills. After installing one of the converted radios on the Auxiliary vessel *Alma* as it was underway in the Delaware Bay, members conducted radio trials between an onshore mobile radio unit and the *Alma*.

In 2012, the approximately 375 men and women of Division Eight assist the Coast Guard in missions never contemplated in 1942. For 70 years, the division's first priority has been supporting the United States Coast Guard and the recreational boating community. The division celebrates its 70th anniversary and grows stronger every year. 🌊

The author, Joe Giannattasio, Flotilla 82, Cape May, New Jersey, is a Public Affairs Specialist III and Division 8 commander.

Auxiliary in Action



Using the Emergency Response Guidebook, shoreline contamination and assessment team (SCAT) members Janie and Jim Gallagher, Flotilla 13-2, Marathon, Florida, respond to a sheen report in a local marina on Grassy Key. Because early identification, accurate assessment and fast response are key to dealing with pollution spills, Division 13 (District Seven) has an early response contingency plan for dealing with a spill of national significance, that includes fundamentals such as communications, public education, and the incident command system, but also establishes an Auxiliary force of SCAT members who identify and report potential situations, but do not perform the actual recovery. There are currently more than 60 Auxiliaries in training for SCAT qualifications. The certification includes hazardous materials training, both on land and in the water, and teaches Auxiliaries how to identify and document potential problems quickly and safely. Also, included in the plan is an aviation component. "Our pilots and crews are all specifically trained in air observation techniques by the active duty with our partners from NOAA," said Don Zimmer, directorate chief of response for District Seven. "When requested by the sector commander, Aux Air will modify its regular patrols to intercept and report on any possible environmental threat through the Florida straights, the Atlantic and into the Gulf of Mexico. These mission reports are designed to give more specific location and movement of the potential impact, to the Florida Keys." Photo by Dottie Mattern, Flotilla 13-2, Marathon, Florida.



Mike Brodey, Flotilla 74, Ventura, California, is in charge of updating all charts and publications at Coast Guard Station Channel Island Harbor, Oxnard, California. Photo by Larry Owens, Flotilla 72, Oxnard, California.



Coxswain Randy Greenlee, Lake Ray Hubbard West, Flotilla 5-10, Garland, Texas, goes out for a training ride with Buoy, his 14-month-old Labrador. Buoy is a great public affairs ambassador at events teaching children the importance of wearing a life jacket by wearing his own. Photo by Jerry W. Rice, Flotilla 5-10, Lake Ray Hubbard, Garland, Texas.



AIMsters check in with Tom Nunes, Flotilla 10-8, East Valley, Arizona, before joining the competition to design and fabricate a boat in eight hours that must navigate around a course. Photo by Barry Novakoff, Flotilla 79, Port Judith, Rhode Island.

Thornell Jones, district public affairs officer from Flotilla 24-9, Bowie-Davidsonville, Maryland, prepares to invite the press aboard a response boat for an interview with the active duty crew. The event was Sailabration in Baltimore Harbor, an OpSail 2012 tour stop. Auxiliary public affairs officers bridge the jobs of journalism and marketing to enhance the public's favorable impression of the Auxiliary. The job calls for discipline in delivering a consistent, credible message, whether one specializes in video, publications production, still photography or journalism. Photo by John Colhoun, Flotilla 2409, Bowie-Davidsonville, Maryland.





David Stokes, Bay City, Michigan, Flotilla 24-1, acquired this 26-foot motor surf boat off the 210' cutter *Resolute*. Coxswain on its maiden voyage as an Auxiliary vessel was Bill Church, Flotilla 24-1, who related the following story: "After a refit last winter, we have three crew members: Dan Guiett, Walt Kline and Nate Deschepper, all members of Flotilla 24-1. The vessel is wonderful. Its requirement of only two crew to operate gives it the ability to get underway if our larger boat is short-staffed. More important, it really gets up and moves along with a lot of power. It has a 4-cylinder Cummins and has towed our 44-footer with ease in a 15-knot wind.

"On the lifeboat's maiden voyage as an Auxiliary vessel, we got a call for a sinking boat on the [Saginaw] bay with four people on board. These folks were fishing in a 16-foot open boat with no life jackets. The waves on the bay were running from the south 4-5-feet with 27-knot winds gusting to 34. Two on the stern were using their coffee cups to bail the water out; the vessel was making way, but very slowly. The look on their faces when we arrived was a very happy, 'We are saved.' Our plan was to take them in off our port quarter which would help block the waves, monitor them and react if needed. We transferred lifejackets and a hand pump and monitored their progress as we both fought the waves. The 26 has nowhere to hide so we and our sinking vessel were getting real wet. But the 41 from the station showed up and got in front of all of us blocking a majority of the waves and allowing us to get behind the island and use it as a shield to make it to the [Saginaw] river to safety.

"There were plenty of high fives all around and not at anytime did I feel as though we were way in over our heads with this small boat. Had we needed to, we could have attached a tow line and towed them to safety, but they were making some head way so the best assist was to stay close and reassure them. Showing the panicked crew on the 16-footer a working Auxiliary crew might make them better boaters by teaching them what they need to have on board. I hope the captain said to himself, 'I need a hand bailing pump, life jackets, and a working radio.' He used his cell phone until it died. These boys were lucky."

Photo and text by Bill Church, Flotilla 24-1, Bay City, Michigan.



John J. Raleigh, vessel examiner, Flotilla 82, Longboat Key, Florida; Susan L. Lomastro, Sarasota Power and Sail Squadron; and Stephen Ellerin, vessel examiner and liaison to the U.S. Power Squadron, Flotilla 82, attach a vessel safety check decal to Gavin Litwiller's boat, also Flotilla 82. Photo by Gavin Litwiller, Flotilla 82, Long Boat Key, Florida.



Michael G. Doherty, Flotilla 13-6, Freeport, New York, reviews the procedures for vessel safety inspections with captains and crews during a uninspected passenger vessel [UPV] safety event at Coast Guard Station Montauk, New York.

"Here on Long Island we are promoting the UPV safety examination program," said Doherty. "The event was Safety at Sea Day, an event especially for charter boat crews [UPV operators] and the commercial fishing fleet at Montauk, New York. William Nelson [Flotilla 13-6, Freeport, Long Island], Auxiliary outreach coordinator for the marine safety detachment (MSD) in Coram, along with Lt. Christine Barger, supervisor of the MSD, organized the event with partners, Station Montauk, the Montauk Boatmans Association and the New York Sea Grant.

"Once the idea was agreed upon, planning started with Antoinette Clemetson, fisheries specialist with New York Sea Grant, which sponsored the event. Senior Chief Jason Walter, officer in charge of Station Montauk, arranged for the station to be the venue and supplied the training space, tables, manpower, and the galley for breakfast and lunch for all participants. Joseph Gangai and Michael Gilmartin, [Flotilla 18-6, East Moriches, Long Island,] both working towards their UPV qualification, assisted. Captain Joseph Vojvodich, commanding officer, Sector Long Island Sound, came from Connecticut to observe and to speak with some of the participants.

"Training sessions included the drug and alcohol program required of commercial operators and demonstrations on safety topics such as life rafts and fire extinguishers."

Coast Guard photo by Petty Officer 1st Class Thomas McKenzie.



John R. Ellis, Flotilla 4-10, Louisville, Indiana, reviews plans for an ICS 300 exercise in Barbados. Ellis has been a member of the Auxiliary since 1993. He has held numerous elected and appointed positions at all levels. He has been the Auxiliary coordinator for Sector Ohio Valley since the inception of the program. Currently, he serves on the national staff as chief of the Incident Management Response Policy Division. Ellis is a USCG-credentialed contingency planner, master exercise practitioner and a type-3 planning section chief. He currently serves on Sector Eight's incident management team and is a member of its joint field office team (deployable). As a USCG/FEMA-credentialed ICS unit/lead instructor, he teaches various ICS courses for the Coast Guard and other governmental agencies. In addition to ICS, he teaches hazardous waste operations response courses as well as suicide bombing and explosives awareness courses. While employed by the Coast Guard as a preparedness specialist, he developed and participated in several security and contingency exercises including the planning for the 2009 G-20 Summit in Pittsburgh. Photo by Brian McArdle, Flotilla 33, Kilmarnock, Virginia.

National PA Contest Winners



Member Training: Photo by Scott Dittberner, Flotilla 24, Seattle/Elliott Bay, Washington. A boat crew from Flotilla 24, Sector Seattle, demonstrates tossing a line to a handler at the Ballard Locks in Seattle, Washington. Transiting the locks between Lake Union and Puget Sound is a key element for boat crews to master while providing a strong Coast Guard presence in the waters of the Pacific Northwest.

Fellowship: Photo by Jonathan James, Flotilla 76, Swan Island, Oregon. Jeanpierre Fontenot, Pacific Flotilla 73, Portland, Oregon, laughs at a joke before getting underway with a group of vessels for training in the Swan Island Lagoon, March 3, 2012. Fellowship is one of the four cornerstones of the Auxiliary and is enjoyed in most of our activities.



Public Affairs: Photo by George Papabeis, Flotilla 74, Brandon, Florida. Clifford Holensworth, Flotilla 72, St. Petersburg, Florida, dials in a shot during the annual Frogman Swim across Tampa Bay. Holensworth was aboard Flotilla 72's press boat in his role as communications staff officer.



Public Education: Photo by Al Bidwick, Flotilla 86, Venice, Florida. Instructor, Denis Keyes, Flotilla 86, Venice, Florida, reviews time, distance, and speed in the navigation and charting portion of the Boating Skills & Seamanship course.



Marine Safety: Photo by Gerlinde Higginbotham, Mid-Ohio Flotilla 18-6, Columbus, Ohio. Auxiliarists from Division 18 celebrated National Safe Boating week with other area civic organizations at a "Ready, Set, Wear It" event at the Alum Creek State Park Marina on Saturday, May 19. "Ready, Set, Wear It" participants around the world encourage people to wear their life jackets.



Vessel Examinations: Photo by Judi Bidwick, Flotilla 86, Venice, Florida. Vessel examiner, Patrick Wheeler, Flotilla 86, Venice, Florida, explains to boat owner Victor Weiss the different visual distress signals available to Weiss for his boat.



Video Winner: Patricia Gross, Flotilla 13-8, Islamorada, Florida. The video depicts a typical six months of activities for Flotilla 13-8 as it builds camaraderie while developing new boat crew and coxswains, providing safety escorts, conducting vessel safety checks, providing support vessels for CG Miami air operations.



Member Services: Photo by Patti Kuhn, Flotilla 14-2, York, Pennsylvania. Gerald Hottinger, Flotilla 85, Palmetto, Florida, stirs boiling potatoes while Robert Scott, Flotilla 83, Manatee, Florida, monitors safe practices in the kitchen during Auxiliary chef training at Air Station Clearwater.



Newsletter: District Nine-Eastern Region, *The Eastwind* Editor, Mark Thomas, Flotilla 48, Hamlin Beach, New York.



Newsletter: Flotilla 79 in District Seven, *Seven Niner*, Editor, Dorothy Riley, Tampa, Florida.



Newsletter: Division Seven in District Seven, *Intercom*, Editor, Dorothy Riley, Flotilla 79, Tampa, Florida.

Yes, Virginia, You Belong to the Coast Guard Auxiliary Association



In an effort to maintain the Auxiliary's standing as a premiere volunteer organization, the commandant of the U.S. Coast Guard approved the creation of the Coast Guard Auxiliary Association, Inc. in 1957. It was incorporated in the District of Columbia and was granted a 501(c)(3) non-profit status by the Internal Revenue Service.

If you are a member of the Coast Guard Auxiliary, you are also a member of the Coast Guard Auxiliary Association. This is spelled out in the Auxiliary Manual, Chapter 5, Section M.1.a. Unfortunately, many of our members do not understand this. Often we hear, "I am a member of the Coast Guard Auxiliary, not a member of a non-profit." Or, "I never agreed to be a member of the Association." Of course this is just a misunderstanding, not knowing what the Coast Guard Auxiliary Association is and what it does for the Coast Guard Auxiliary.

We know that the Coast Guard Auxiliary exists to enhance the safety and environmental quality of America's waterways and to support the Coast Guard as authorized by the commandant. We understand that the Coast Guard provides some support to the Auxiliary to fulfill these purposes. But, the Coast Guard does not pay the whole bill!

The Coast Guard pays for:

- The Office of the Chief Director;
- DIRAUX offices;
- District training;
- District boards and staff;
- Patrol expenses;
- Standard Auxiliary Maintenance Allowance;
- Catastrophic claims;
- "C" School training;
- Operation of the Auxiliary National Supply Center in Granite City, Illinois

The Auxiliary is an instrument of the federal government. The Coast Guard

Auxiliary Association, Inc., is the authorized non-profit organization, whose primary goal is to provide the financial resources that sustain the Coast Guard Auxiliary's missions and activities. It manages the Auxiliary's money and seeks additional funds and outreach activities on behalf of the Auxiliary from outside sources and not directly from our members.

Each project, partnership, or venture that the Association undertakes has one of two goals in mind: first, funding for Auxiliary purposes and, second, the benefit of members. The Coast Guard Auxiliary Association, Inc., and member dues spent \$1,065,895 in 2010 and \$977,492 in 2011. Those funds paid for:

- Auxiliary Center in St. Louis, including paid staff (four full-time including two warehouse workers, the executive director, one office worker and one part-time worker);
- Printing and distribution of boating safety education materials, operational and special logo items, unique uniform accessories and other materials;
- Outreach materials;
- Education program pamphlets and posters;
- Training for specified district staff officers at the annual National Training Meeting (N-Train);
- Servers supporting national, district, division, and flotilla websites;
- Auxiliary national conference (NA-CON);
- National departments allowing them to perform their duties to Coast Guard, district, division and flotilla officers;
- National board members' and each district commodores' travel to and living costs at national meetings.

Agreements with partners provided vessel safety check decals, posters, and recreational boating safety visitor program materials displays.

For the Auxiliary, the Association also seeks program and outreach funds from outside sources. The Association provides a medium through which flotillas receive grants and donations from organizations such as BoatU.S., Wal-Mart and others, such as employee volunteer service programs. The Association processes such grants without any administrative charge.

Auxiliary members make extraordinary donations of time and money to support the Coast Guard, the boating public and the Coast Guard Auxiliary. The Association continues to develop strategic partnerships and alliances in an effort to bring benefits to the membership, as well as added revenue.

For instance:

- The partnership with the Pentagon Federal Credit Union and its Coast Guard Auxiliary Association Affinity Visa Card provides royalty income to the Association and provides members the full benefits of the credit union.
- The Shop Auxiliary website provides an online shopping portal for vendors that result in a royalty to support Auxiliary programs when the vendor links from that site are used. Additionally, members can login to a Members' Only page that contains links to vendor-offered discounts, as well as a link to the online district materials store.

The Association is committed to doing a better job to keep members informed of upcoming events, promotions and ongoing efforts to support the Auxiliary. From time to time, the Association hopes to send members information on new benefit and royalty opportunities that will be used to support the Auxiliary and its programs. 🌀



Accuracy!

"JD" DeCasta studies a nautical chart of USCG Station Dauphin Island's (Alabama) area of responsibility. As an Auxiliary University Program member, "JD" served as National Safe Boating Week chairman for Flotilla 8-12 and represented the program at the Coast Guard's Innovation Expo. A mechanical engineering major, he graduated from Auburn University in 2012 and leaves for Coast Guard boot camp in August. He aspires to a career in Coast Guard aviation.

Photo by Jake Shaw, Flotilla 8-12, Auburn, Alabama.



Fellowship! It's the glue that holds...

Fellowship, the glue that holds the Four Cornerstones together. Noel Brumfield, Flotilla 42, Covington, Louisiana, and Lee Tallas, Flotilla 7-11, Flour Bluff, Texas, celebrate a good day on the water.

Photo by Judy Darby, Flotilla 42, Covington, Louisiana.