



NAVIGATOR

The U.S. Coast Guard Auxiliary Magazine | 2013 Annual



NATIONAL BRIDGE

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THE OFFICIAL MAGAZINE OF THE
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on the cover:

July 25, 2013, Jeff Piolet, Flotilla 12-4, Los Angeles, team commander of the Division 12 helicopter/fixed-wing training team, controls the trail line as Moe Macarow, Flotilla 12-7, Marina del Rey, prepares to discharge static electricity with the dead-man stick. Crew aboard Air Station San Diego's helicopter 6041 lowered the basket during the team's 1,000th individual training hoist in Santa Monica Bay.

Cover photo by Angelika P. Harris, Flotilla 12-7, Marina del Rey, California.



Tom Nunes, Flotilla 10-8, East Valley, Arizona, was a graduate of the Academy, a career Coast Guard officer and director of public affairs for the Auxiliary. His burial with full honors at Arlington National Cemetery in February was attended by Auxiliarists and active duty members.

Joe Dicenza, used with permission.

From the Bridge ...



We had our plans. Everything was published. Budgets were in place. We were well underway to experiencing a great Auxiliary year of service to the recreational boating public and the Coast Guard.

It is interesting how things change when you learn what a new word really means. *Sequestration*. Perhaps it is no coincidence that this unfortunate word has 13 letters. When applied to the federal budget, it means that certain money will no longer be available for its planned or expected purpose.

Funding cuts hit the Coast Guard just as they did all the nooks and crannies of the federal government. There is many a slip "twixt the cup and the lip." Part of our planned funding was no longer available and a set of Byzantine rules for conducting our business came to be.

We all experienced the angst and, indeed, the personal cost of the impact of sequestration on our training conferences, our meetings, and the ordinary functions we take for granted. Not only were the total dollars less than expected, but a set of rules came about setting caps on how much

we could spend on travel and reimbursed travel expenses. We experienced some significant changes to our plans.

The resilience and brainpower of the members came into play. District commodores and their staffs understood the paradigm shift. The vice commandant helped within the constraints imposed by the Congress and the Department of Homeland Security by approving scaled-back spring conferences. We adjusted our plans to the new rules. My hat is off to the district commodores for their leadership in conducting spring conferences under adverse conditions.

Reasoned discussions with Coast Guard leadership at the highest levels recognized the need for face-to-face meetings and training conferences at district and national levels. Progress is being made and policies are being adjusted to better respond to our funding needs. While we are not likely to see all the funding we saw in the past, we do expect that the severe cutbacks first communicated will be lessened to a more workable level.

The Coast Guard Auxiliary Association is focusing on fundraising efforts to enhance our ability to deliver a high level of service to the recreational boating community.

Although there was some disappointment regarding funding, the national staff has not wavered in building a better Auxiliary. Many projects came to fruition in 2013:

- ♦ Realigning public education by adding enhanced e-books and electronic courses to existing printed course offerings enables better communication with students.
- ♦ Improved communication among staff directorates with a system of trackers gives visibility to work done at national so directorates and the national leadership are aware of each project and its status as it moves through the development stages. The trackers, available to district commodores and their chiefs of staff, have up-to-date information rather than periodic reports.
- ♦ Memorandums of Understanding signed with various agencies improve our partnerships include:
 - » Advertising which places recreational boating safety displays in major airports;
 - » Orion Safety Products incentive for vessel safety checks;
 - » Connecticut Department of Energy and Environmental Protection to conduct vessel safety checks by non-law enforcement state staffers;
 - » A partnership with the U.S. Power Squadron to conduct a recreational boating safety visitor program;
- ♦ A skills bank enables the Coast Guard and Auxiliary to quickly find members with the skills they need;
- ♦ Local flotilla instructors will give team coordination training rather than the active duty;
- ♦ A new civil rights awareness course;
- ♦ The learning management system beginning with ICS 210 and mandated training courses;
- ♦ Communication throughout the Auxiliary is enhanced by video and audio teleconferencing;
- ♦ A survey compiled members' opinions on various aspects of their experiences.

I stand in awe of the excellent work by members throughout the organization. The Auxiliary is a team sport. Thanks to each member for being part of the team.

Semper Paratus.
TOM MALLISON
National Commodore

At NACON with Admiral Papp

Barry Novakoff, director of Auxiliary public affairs, Flotilla 79, Point Judith, Rhode Island, interviews Admiral Robert J. Papp, Jr., Commandant of the Coast Guard.

There is no better way to understand how the Auxiliary is viewed by the Coast Guard and how we fit into its future than to talk with the Commandant. We had such an opportunity at the 2013 National Conference in San Diego. Admiral Papp's admiration and respect for the Auxiliary are evident in his comments.

NOVAKOFF: It's easy to get bogged down with budget issues and immediate day-to-day crises, but looking long-term, say 10 years out, where do you see the Auxiliary going and what do we need to do now to prepare?

Commandant: I think it's probably of value to look at where I think the *Coast Guard* is going to be 10 years from now. I'm hopeful that the economy is going to turn around and the federal budget will start gaining some revenue, start buying down the deficit and getting our budgets a bit healthier. But, if we're confronted with reductions, then I think all bets are off. Whatever happens on the active duty side of the Coast Guard there will be a reflexive action within the Auxiliary. Right now we're formed up, I think optimally, on both sides so that over the next five to ten years, maybe out to 15 years, we can keep the organization firmly in place and focus on other challenges.

Part of our focus is on the Arctic and I'm very proud that just recently we published the Coast Guard's Arctic Strategy which is a first for any agency in the government. I think it's fitting since the Coast Guard has been in Alaska for 150 years or so.

Within the next couple of months, we will publish our Western Hemisphere Strategy. The President has talked about the Department of Defense refocusing



On a visit to Air Station Los Angeles, Adm. Bob Papp greets Don Hetticher, Flotilla 12-5, Beach Cities, who stands watch at the station.

towards the Pacific. As a result, most of our armed forces, particularly the Navy, are forward deployed, leaving the question open as to who has responsibility for security and other issues in the off-shore regions closer to our own shores? Clearly it's the Coast Guard. The Coast Guard does have a role supporting engagement with countries in the region. However, rather than trying to be a second Navy, and push a significant amount of forces out there as well, we are going to focus the majority of our efforts on current and emerging threats in the Western Hemisphere.

Considering the scarce resources we get, we're assessing where we are really needed and how we continue to carry out the duties we're assigned. Specifically for the Auxiliary, we need a force that's focused on recreational boating safety and I think that will continue to be the bread and butter for our volunteer force. Despite our efforts, we still have too many recreational boating deaths every year. As much as we tell people to put on a life jacket, don't drink before boating, we continue to lose a lot of people. We will also continue taking advantage of the special skills that Auxiliarists bring to the table. As we find

our operational tempo increasing at the same time our budget is reduced, I think the Auxiliary is a proven tool for the Coast Guard. I don't see a lot of deviation in terms of what we are doing already, but look at the numbers. We're up to about 32,000 Auxiliarists right now. Does everyone have an opportunity to contribute? Perhaps we need a better catalog of skills to see where Auxiliarists might augment the active duty in the decade ahead.

NOVAKOFF: What is your most significant or memorable experience as Commandant?

Commandant: Well, foremost, being Commandant is a tremendous honor and a privilege. I am humbled every day to be the leader of this organization with 42,000 active duty people, 32,000 Auxiliarists, 8,000 civilians, and nearly 8,000 Reserves. I can recite those numbers because each one of them is valuable.

It's hard to isolate any one significant incident that is most memorable, because the last three-plus years have all been memorable. Clearly, the Deepwater Horizon oil spill was very significant. Seeing the entire Coast Guard rallying to take on that very unique

Petty Officer 2nd Class Annie R. Ellis.

challenge in the Gulf of Mexico was gratifying as well as memorable and exciting.

Hurricane Sandy was another memorable event, because it was the culmination of reorganizing efforts, particularly on the mission support side, to make sure we are able to respond adroitly and effectively when a disaster, whether man-made or natural, hits. It worked marvelously at every step along the line. Wherever I met with all hands to congratulate them and cheer them on, there was that contingent of Auxiliarists raising their hands to volunteer. That never fails to bring a smile to my face. Just getting to see all our Coast Guard people in my travels has been rewarding.

NOVAKOFF: That's very good, thank you. Will the Auxiliary be part of the Coast Guard Museum when it moves to its new facility in New London, Connecticut?

Commandant: Well, I am tremendously excited about the museum. I just made two calls yesterday morning looking for honorary directors. You might have heard the name John David Power, J.D. Power and Associates [a global marketing information services company]. Not many people know he was a Coast Guardsman. He served in the 1950s for about four years on an icebreaker and credits the Coast Guard with teaching him very strong life skills that made him successful. Another person I spoke with was John Amos, the actor who was in the movie *Roots*. He has a strong connection with Vince Patton, a former master chief petty officer of the Coast Guard. We're hoping Arnold Palmer, who served as a yeoman during the Korean War might be enticed to join us as an honorary director. We hope to break ground before I am relieved sometime next year.

To get to your direct question, I don't see how you can tell the story of the Coast Guard without having a portion of the museum devoted to the Coast Guard Auxiliary. I don't know how much out of the 54,000 square feet, but clearly, the Auxiliary is going to be in there and, I would hope it provides some opportunities in the New London area for docents. Perhaps our Auxiliarists in the New London area will help us.

NOVAKOFF: Stressing the Coast Guard partnership is one of your guiding principles. Auxiliary members have business and personal relationships with U.S. and international leaders and organizations. Do you see those relationships contributing to the strength of the Coast Guard?

Commandant: I don't see why not. Anytime we can leverage relationships we should. I mean most of what we get done is based upon relationships. Let me give you an example that happened in Alaska. Sector Anchorage was in an office building it had outgrown. It did not have the technology we needed and the command center was crowded. We would never have been able to buy new space with our budget, so we entered into a partnership with the Alaska National Guard. They built a new building on property where the National Guard has its headquarters with a wing that will house Sector Anchorage. The rent is less than we were paying downtown. I encourage our leaders to reach out within the community, get to know all the various federal, state and locals, but also talk to Auxiliarists who provide continuity in their communities and a base for relationships.

Another example... I met an Auxiliarist named George White [New London Flotilla 25-5] up in Waterford, Connecticut, as I was becoming commanding officer of *Eagle*. He worked in the theater in New York City and is, or was at the time, the president of the Eugene O'Neill Theater in Waterford and he knew we were going to Russia. Here's this guy I've just met who comes up and starts telling me all the things he's set up for me in St. Petersburg, Russia. And I'm thinking, 'Yeah, sure.' So, I get to Russia and every one of these things comes true. The point is, I didn't know his background. I didn't know he had taken Broadway plays to Russia, while it was still the Soviet Union through a program with the State Department to encourage relationships as the Cold War was ending. It taught me that Auxiliarists are treasures and inside each and every one of them there is some relationship, or some skill, some talent that can be of valuable service to us in the active duty.

NOVAKOFF: Very nice, I like that, thank you. The 9/11 terrorist attacks moved the Coast Guard into new mission areas requiring more personnel. However, personnel are expensive, while Auxiliarists volunteer their time and expertise with no pay or health cost and have the ability and skills to perform many non-military, non-law enforcement missions. Do you see Auxiliarists freeing up some of the Coast Guard resources so you can concentrate on more specific tasks?

Commandant: It's hard to quantify where and when, because you never know exactly what sort of skill set or talent might be needed. But, wherever I go I see Auxiliarists freeing up traditional things like communications watch standers or our food service specialists. I don't think freeing up people in order to get more accomplished is the answer, but where we can economize, where we can be more efficient, I think one of the best uses of the Auxiliary is taking a little bit of the burden off our active duty people.

NOVAKOFF: What would you like every Auxiliarist to know about being a member of Team Coast Guard?

Commandant: I'd like every Auxiliarist to know that we value every member of the Coast Guard family equally. I often talk about what the term "shipmates" means to me. It's very important, because "shipmates" to me, a sailor, are like family. It includes active duty, Auxiliary, Reserve and civilian.

NOVAKOFF: Final question. Are there any special events within the Coast Guard next year that will support the Auxiliary's 75th anniversary?

Commandant: I'm going to make sure that our public affairs people work this into everything that we do over the next year. By the way, you've got a great logo—I really like that.

NOVAKOFF: Thank you, Sir.

Commandant: It's my pleasure.

Foreword

The Public Affairs Directorate and NAVIGATOR editor are proud to present the 2013 Coast Guard Auxiliary NAVIGATOR magazine. Many hours went into assigning stories, gathering news, editing the stories and choosing the photos you are about to enjoy. The talented writers and photographers whose work appears here must be congratulated for their diligence and determination to get the facts and present them in a way that demonstrates the energy, focus, and devotion to mission all Auxiliarists share. NAVIGATOR's importance to the Auxiliary as a print publication cannot be overstated and for the Coast Guard's support, we thank them most humbly.

Our story is organized around the Four Cornerstones of the Auxiliary. . .

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

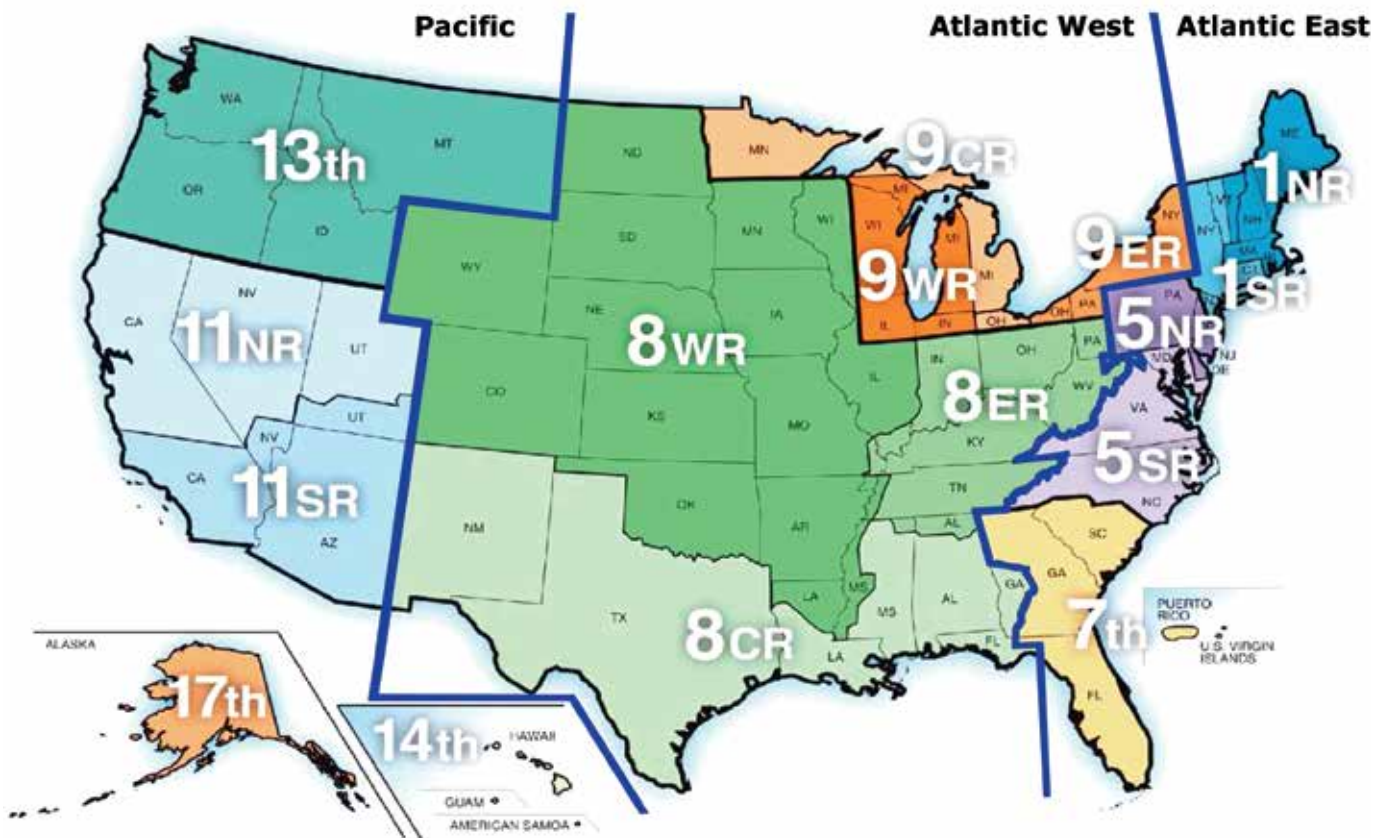
In 1939, the Congress established the "United States Coast Guard Reserve," administered by the Commandant of the Coast Guard. This contingent of unpaid, volunteer citizens who owned motorboats and yachts was chartered to foster boating safety. In 1941, another congressional act created the Coast Guard 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 of administration branch, Coast Guard Office of Auxiliary and Boating Safety. Area designations by Cheryl Nowell, Flotilla 21, Seattle, Washington.

Cornerstone One: Member Services



- Problem
- All OK?

Assistance?

Have you called
for help?

POB?

Life Jackets?

Homeport?

Member training, public affairs, human resources, planning and performance--Cornerstone One includes the services and benefits members need to perform their mission. At the Coast Guard Training Center, Yorktown, Virginia, the next generation of Auxiliarists learn from Andrew Welch, division chief, Auxiliary University Programs, Flotilla 25-12, Arlington/Northern Virginia.

Jonathan Roth, Flotilla 67, Williamsburg, Virginia.

Bob Carlson, Flotilla 25-6, South Windsor, Connecticut.



Tom Ceniglio, Flotilla 25-5, New London, Connecticut, explains to his children, Joseph Aleksey and Maria Ceniglio, the equipment used by Coast Guard members years ago.

Telling the Coast Guard Story

Auxiliarists volunteer at the Academy museum.

Story by Navigator Staff

The Coast Guard Academy Museum is located on the grounds of the Coast Guard Academy in New London, Connecticut. The museum is open to the public throughout the year. During the summer months when the cadets are away training, the museum is open on the first and third Saturdays of each month.

There are currently six Auxiliary volunteers that rotate duty tours throughout the summer. Barry Novakoff, Thomas

McHugh and John Ouderkirk, Flotilla 79, Point Judith, Rhode Island; Tom Ceniglio, Flotilla 25-5, New London, Connecticut; and Bob Carlson and Richard Pummell, Flotilla 25-6, South Windsor, Connecticut, assist visitors by giving directions and explaining the history of Team Coast Guard (including the Auxiliary).

Ceniglio organizes the watchstanders and serves at the museum's visitor desk. "We are always looking for Auxiliarists

who will stand watch for a few hours. Typically, we meet 30-50 visitors a day and special tours with reservations are always welcome," said Ceniglio. "The best thing about the museum for me is its treasure trove of artifacts, photos, and depictions in canvas that help visitors piece together parts of history that are overlooked in school and the movies.

"For me it's the lighthouse service. I read about the haunted lighthouses along



Bob Carlson, 25-6 of South Windsor, Connecticut, explains early Flotilla Coast Guard steamships.

Tom Ceniglio, Flotilla 25-5, New London, Connecticut.

the east coast of America. The families typically went mad from boredom, harsh weather, and isolation. The work was hard and constant—getting oil, cleaning the lenses, repairing the bricks, battling the cold salty air, high seas and storms, all the while knowing their lighthouse was the only thing keeping mariners from crashing on the rocks. When you see a Fresnel lens up close you start to appreciate the work of lighthouse keepers who constantly cleaned, repaired, and used these items.”


Children, accompanied by an adult, are welcome. “They learn that the Coast Guard saves lives and teaches people about boating and how to have fun on the water safely. The museum is a place they can wander, ask questions, and read the accounts of heroism and bravery that Coast Guardsmen have displayed throughout history,” said Ceniglio. The museum has a fine collection featuring a display of models of Coast Guard cutters from steamships to the 270-footers of today. Of special interest are carved figureheads from under the bowsprits of historic Coast Guard vessels, including an immense gold eagle



Tom Ceniglio, Flotilla 25-5, New London, Connecticut, points out the historical significance of the Fresnel lighthouse lens on display at the Coast Guard Academy Museum.

Bob Carlson, Flotilla 25-6, South Windsor, Connecticut.

from the tall ship *Eagle*. Cannon, paintings, uniforms, and medals are also featured. The museum recently completed a \$4 million improvement to the displays. There is a plan to move the museum to a new state-of-the-art facility at the New London wharf near the Long Island ferry terminal.

Admission to the museum is free. For hours of operation, or to schedule a group tour, call (860) 443-4200. Additional information is available at <http://www.coastguardmuseum.org> and <http://www.uscg.mil/hq/cg092/museum/>. 

Members of the Flotilla 22-7 (Fort Salonga, New York) band perform at the Port Jefferson Marine Festival on May 4, 2013, in front of the renovated Shipyard Building along the Port Jefferson waterfront. Band members (seated L to R): John Sasso, William Baldwin, Bud Cooper, Gail Alberti, Adam Bolender, Tom Butterfield, Lee Dash, Steve Dejuri. Standing (L to R) David Altemose, Walter Whelan, and John Doyle.



Hope Wright, Flotilla 12-8, Fort Totten, New York.

The Band Played On

The U.S. Coast Guard Auxiliary Flotilla 22-7 (Fort Salonga) Band, made its debut in 2007 at the Cow Harbor Day Parade in Northport, Long Island, New York. It is the first all-volunteer brass/woodwind band in the Coast Guard Auxiliary. Almost 40 Auxiliarists serve in the band and volunteer thousands of hours in rehearsal and performances from concerts to changes of watch, parades and special events such as Fleet Week, Memorial Day and ceremonies aboard the USS *Intrepid* in New York Harbor. The band is under the direction of Lee Dash, a trumpeter, music director and educator by profession. Its public affairs officer is saxophonist John Sasso.

"Here in District One, South, we are very proud of the important and unique

mission that the band contributes to the Coast Guard," said Vincent Pica, Flotilla 18-6, district commodore. "The public affairs mission and visibility the band provides is critical in supporting all of our other missions from member recruitment to recreational boating safety."

According to Steven Dejuri, flotilla commander and trumpet player, members record their hours normally and receive non-reimbursable orders by the Coast Guard for some events that take place during the week. "For parades in New York City or changes of command, transportation is sometimes provided. While we focus our attention on public affairs, several members also participate in other programs within the Auxiliary, includ-

ing boat crew, vessel examination, program visitation, Auxiliary food service, public education and member training.

"Besides the full concert band, we have smaller groups," Dejuri said, "that perform as needed, such as a brass ensemble, a saxophone trio and we are working on a jazz group. We also welcome members of other flotillas to march and play with us."

The author, Louis DiGiusto, is district public affairs officer, Flotilla 78, Cos Cob, Connecticut.

Ann and Robert Olenio, Flotilla 41, Beverly, Massachusetts, discuss recreational boating safety with a visitor to the open house at Station Gloucester.



Philip H. Karwowski, Flotilla 41, Beverly, Massachusetts.

National Safe Boating Week, May 18-24, 2013

From Coast to Coast and in the Islands, the Auxiliary was everywhere in 2013 spreading the Wear It! message and promoting the Coast Guard Auxiliary brand. Here's a wrapup of events.

District One – North

At Essex (Massachusetts) Race Day, Paddle Smart volunteers in Flotillas 41 and 46, North Shore division, gave "If Found" stickers to paddlers. They set up public affairs booths at L.L. Bean in West Lebanon,

New Hampshire, and at Eastern Mountain Sports in Salem, Massachusetts and joined the district color guard in the Patriots Day parade, Lexington, Massachusetts.

Contributed by Robert Amiro, Flotilla 41, Beverly, Massachusetts.

District One –South

The Eatons Neck, Division 22, band played at events across Long Island and in New York City. Cold Spring Harbor Flotilla 22-3 partnered with local marine

and environmental organizations for the first Family Safe Boating Expo, at the Cold Spring Harbor Library. An About Boating Safety class and a condensed version of Suddenly in Command were offered during the day.

Huntington Safe Boating Week included members from Huntington, Northport, and Oyster Bay flotillas, in coordination with the Greater Huntington Council of boating and yacht clubs, Town

Allison Revy, Jr., Flotilla 72, Little Egg Harbor, New Jersey.



Barnegat Township municipal boat ramp. Despite damage to the ramp by Hurricane Sandy, Division Seven conducted drive-through vessel safety checks as a part of its effort.

Judi Bidwick, Flotilla 86, Venice, Florida.



Flotilla 86, Venice, Florida, vessel examiners Patrick Wheeler and R. Jim Sleichert are in front; in the doorway is Richard Markwitz, flotilla commander, with Henry Reynolds in the window.



Linda Jones, Flotilla 15-1, Crystal River, Florida

Crystal River, Florida, Flotilla 15-1 members Vince Maida, Ed Hattenback, Thomas McMaken and Don Jones at West Marine.

of Huntington, and the Neptune Sail and Power Squadron. A media blitz reached ½ million people and attracted 3,500 hits to the website. More than 1,000 flyers and posters were distributed. The result was an enrollment of 250 students in About Boating Safety classes and 72 vessel safety checks performed in one day.

Contributed by Celeste Morrissey, Flotilla 22-3, Cold Springs Harbor, New York.

District Five – North

Southern Ocean County, New Jersey Flotilla 72, Tuckerton/Little Egg Harbor, provided a marching unit, flag bearers and an Auxiliary vessel at the American Legion Memorial Day parade. A proclamation from the Little Egg Harbor Township mayor was received. Members offered several vessel check stations, held safe boating classes, participated in open house events at local maritime businesses and stepped

up visitation efforts to local marinas and marine supply dealers.

Flotilla 74, Manahawkin, set up safety check stations, held safe boating classes and program visitations, and provided boating safety information booths at Walmart, Dick's Sporting Goods and the Fort Dix Armed Forces Day open house. They also placed public service announcements on radio station WBNJ-FM.

Despite having been impacted by Hurricane Sandy, Flotilla 77, Mystic Island, was able to maintain an abbreviated schedule of safe boating classes, program visitations and safety checks.

Flotilla 7-11, Bayville/Glen Cove, set up safety information displays in Berkeley, Beachwood, and Ortleigh Beach. They worked with municipal groups in Bayville and Beachwood to provide boating classes and vessel checks.

Flotilla 7-12, Barnegat Light, conducted a series of vessel safety checks at local marinas throughout the NSBW campaign period.

Contributed by Al Revy, Jr., Flotilla 72, Tuckerton/Little Egg Harbor, New Jersey.

Flotilla 83, Wildwood, New Jersey, added two events to the annual open house and vessel check blitz it traditionally holds at Schooner Island Marina. Bill Holmes, served at a public affairs table at the Sea Isle City Community Day festival, while several miles south Bill Hartley and other members served at an open house at Station Townsends Inlet. In addition to promoting boating safety, these events provided the members with an opportunity for fellowship with the active duty.

Contributed by Howard Friedman, Flotilla 83.



Flotilla 98, Punta Gorda, Florida, public affairs booth (l-r) Coastie, Sue Bareither, Renee Plant and Tom Gramza.

Flotillas 12-8 and 12-2, Seaford and Lewes, respectively, provided a public affairs booth and completed 24 vessel checks at the boat ramp at Roosevelt inlet on Saturday, May 18. Joining the Auxiliary were Sea Scouts and the maritime unit of the Delaware state police.

Flotillas 12-5 and 12-8, Dover and Seaford respectively, set up a boating safety booth and vessel check station at the Buccaneer's Bash at Bowers Beach, Delaware. Auxiliary vessels patrolled on Delaware Bay.

Flotilla 12-9, Indian River, brought "Coastie" to an open house at Station Indian River where members helped with tours of the buildings and boats and gave vessel checks.

A media blitz by the Delaware River and Bay Authority produced a large turnout for Maritime Day at the Lewes Ferry Terminal, Lewes, Delaware on May 18. Maritime Day is an annual event and the Auxiliary. A public affairs booth drew a large crowd that received boating safety

and environmental pollution literature and viewed a video of Inky the Whale.

The 10th Horseshoe Crab Festival in Milton, Delaware, had an Auxiliary public affairs booth with boating safety information, coloring books for children, the federal and state boating laws, and information about the proper wearing of life jackets.

*Contributed by Cindi Chaimowitz,
Flotilla 12-8, Seaford, Delaware.*



Members of Flotilla 16-1, U.S. Virgin Islands, worked a Auxiliary public affairs booth.

Robert A. Fabich, Sr., Flotilla 16-1, Christiansted, St. Croix.

District Five –South

Flotilla 22-8, Joppatown, Maryland, provided vessel checks at various boat ramps in Baltimore and Harford counties during National Safe Boating Week. Seven marina's also requested public information booths with boating education opportunities, safety brochures, and vessel safety inspections.

Contributed by Thomas Ruby, Flotilla 22-8.

Flotilla 20-4, New Bern, South Carolina, gave an About Boating Safety class and performed vessel checks at West Marine in downtown New Bern. Public service announcements appeared in the Sun Journal promoting the event. Boaters were invited to attend an Auxiliary meeting.

Contributed by Dale Petrangelo, Flotilla 20-4.

District Seven

Flotilla 10-2, Savannah, Georgia, participated in Make a Splash, an event sponsored by Safe Kids Savannah. Organized by James Glenn Sr, James Glenn Jr., Rachel Glenn, and Kent Shockey, members gave out boating information and demonstrated

the proper use of PFDs to children. The flotilla partnered with the Tybee Power Squadron for Boating Savannah, at the Atlantic Armstrong University Center. Kent Shockey and Carr Williams gave instruction on boating safety. Kent Shockey, assisted by Ed Lavish gave a boating safety workshop for members of the 3-17 Air Squadron at Hunter Army Air Force base.

Contributed by Ed Lavish, Flotilla 10-2.

While wearing inflatable PFDs, the Hernando County board of commissioners issued a proclamation received by Flotilla 15-8, Hernando Beach, Florida. The commissioners signed cards pledging to wear their life jackets while boating or fishing, to encourage others, and to boat safely and responsibly at all times.

Contributed by Kitty Dolan, Flotilla 15-8.

Daytona Beach Flotilla 44, kicked off National Safe Boating Week with a booth and "Wear It!" event at the Halifax Harbor Marina. Mayor Derrick Henry read a proc-

lamation and toured the Coast Guard's 25-foot response vessel. A heaving line toss competition was held with the active duty members winning for accuracy and distance. Vivian McLellan provided snacks. Members made program visits and gave vessel safety checks at Granada boat ramp, Halifax Harbor Marina, Dunlawton boat ramp, Inlet Harbor and Down the Hatch.

Contributed by Judi Bacon, Flotilla 44.

Flotilla 16-1, St. Croix, U.S. Virgin Islands, gave out boating safety materials at partner events throughout the year. The flotilla teamed up with the "All Hazards Preparedness Expo" in Frederiksted where the cutter Farallon docked and gave tours for the public. Between May 2012 and May 2013 members set up public affairs booths at Jump Up, the Auxiliary pancake breakfast and the National Park Service Reef Day. They participated in Red Ribbon Week with a helo from Station Bournquien, presented the Inky The Whale program and About Boating Safety courses, con-

Flotilla 42 vessel examiners Phil Topper and Stephen Suter performed vessel checks at West Marine in Mandeville, Louisiana.



William Bennett, Northshore Flotilla 42, Covington, Louisiana.

ducted regular vessel check days, and held a youth boating safety training. They also participated in Wendy's create-a-ticket program (whenever a child is seen wearing a life jacket he receives a ticket for a free Wendy's treat.)

Contributed by Robert A. Fabich, Sr., Flotilla 16-1, St. Croix.

District Eight – Coastal

Lou Manganiello, Flotilla 74, San Antonio, division commander; Richland Chambers Lake Flotilla 5-16, District Eight chief of staff, Allan Harding and Duke Stevens, commander, Flotilla 7-11, received a proclamation from Texas Governor Rick Perry personally in the state house.

Contributed by Duke Stevens, Flotilla 7-11.

District Eight – East

Division Seven public affairs and vessel check teams were at the Greater Pittsburgh Aquatic Club on Neville Island.

On Saturday, May 18 the public affairs team set up a booth at Cabela's in Wheeling, West Virginia, where "Coastie" entertained.

On Sunday at Fox Chapel Yacht Club, the public affairs and vessel exam teams gave out safety information and performed free vessel checks for club members. The ambitious program was initiated by Dan Beahm, Flotilla 72, with Robert Brandenstein, and Josh Langford.

Contributed by Norman C. Arbes, Flotilla 72, Pittsburgh, Pennsylvania.

District Nine – West

First graders at Winkelman Elementary School, Glenview, Illinois, learned some important information about water and

boating safety from members of the Coast Guard who visited the school as part of its community outreach and promotion for National Safe Boating Week. Jeff Gilmore, Flotilla 39-6, Wilmette Harbor, provided water safety education to the students on topics such as safe swimming habits, wearing life jackets, boat safety, littering and protecting our waterways, what to do if a boating accident occurs, and general familiarity with the Coast Guard functions on the water.

Contributed by Jeff Gilmore, Flotilla 39-6, Wilmette Harbor, Illinois.

District Nine –East

Doug Hamernik, Flotilla 32, Hamburg New York, discussed safe boating on radio station WDOE. Members performed vessel checks at the small boat harbor in Buffalo, Barcelona Harbor, Westfield, and Dunkirk



Sharon Ellershaw, Flotilla 10-2, West Texoma, Texas.

Flotilla 10-2 marched in the local Medal of Honor Parade for WWII veterans.

Harbor, New York. The flotilla's Dunkirk detachment sponsored a "Ready, Set, Wear It!" day on the city pier in Dunkirk, hoping to set the new world's record.

Contributed by Judith Hafner, Flotilla 32.

District 11 – North

Flotilla 3-10, Elk Grove, California, set up a public affairs booth with a life jacket display and communications trailer at the Galt Safety Fair. "Sea-More," a small remote boat had water safety conversations with kids and adults. The unit also participated in a safe boating event at Discovery Park in Sacramento, and were at two locations in Elk Grove for a life jacket exchange. A total of 104 life jackets were exchanged and 169 were passed to the Elk Grove Fire Department for its life jacket loaner program. On May 25 the flotilla participated in the Sacramento Jubilee Parade.

Contributed by Carl Pierce, Flotilla 39, Redding, California.



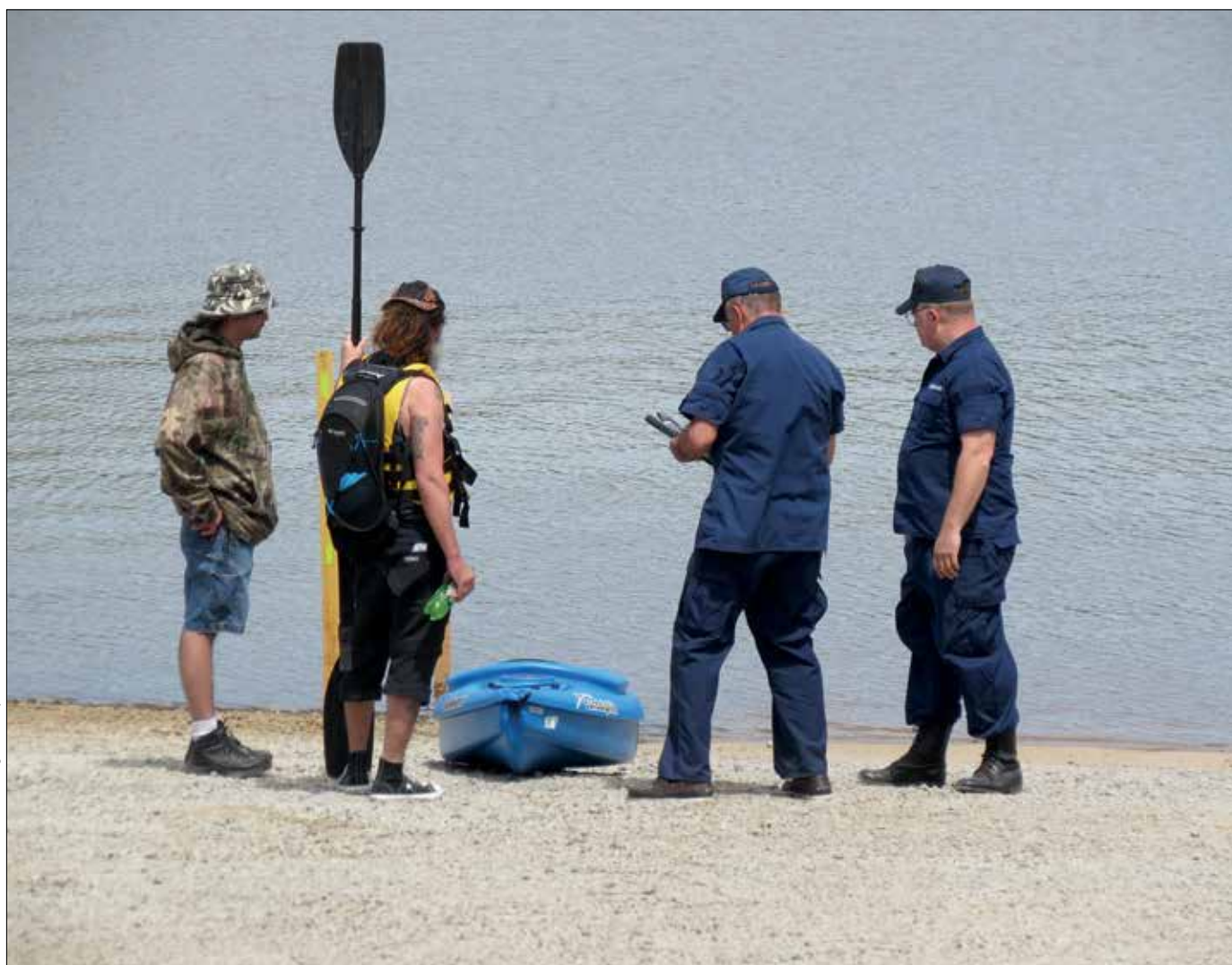
Steven Daniel, Flotilla 68, Jackson Center, Ohio.

Norman Arbes, Flotilla 72, Pittsburgh, Pennsylvania.



Robert Brandenstein, Air Sea Flotilla 78, Pittsburgh, Pennsylvania, walks a recreational boater through the vessel safety check process.

Norman Arbes, Flotilla 72, Pittsburgh, Pennsylvania.



Dan Beahm, Flotilla 72, Pittsburgh, mentors Ray Nagey, a vessel examiner trainee from Flotilla 73, Butler, Pennsylvania, during a vessel safety check.

San Ramon Art & Wind Festival

Georgie Scheuerman, Flotilla 12-91, San Ramon Valley, California, used a diorama to explain to a young visitor at the San Ramon Art & Wind Festival where drinking water comes from—how it travels from the mountains, through the local community down to the bay, some of the ways water can become polluted and how to prevent that from happening. “We pump water through the diorama and then add pollution (food coloring) along the way so the kids can see how it works,” said Rick Scheuerman, flotilla commander. “The festival is a two-day event held annually on Sunday and Monday of Memorial Day Weekend that draws over 50,000 people. Local flotillas have had a large presence at the festival for almost 15 years.



Tellico Lake (Tennessee) Flotilla 12-2's informational exhibit at the Lenoir City WalMart. Left to right: WalMart assistant store manager Mark Engle, Art Pelka and Jane Masterson.

Don Edmunds, Flotilla 12-2, Tellico Lake, Tennessee.



Tony Ruque, Flotilla 76, Fairport Harbor, Ohio, reviews the requirements for an uninspected passenger vessel (UPV) with shipmate Jim O'Donnell, a charter sailboat captain. Flotilla 76 conducted 45 vessel examinations during National Safe Boating Week, ending with a blitz at the Mentor Lagoons on May 26.

Ken Stroebel, Flotilla 76, Fairport Harbor, Ohio.



Rick Pizio, Flotilla 12-91, San Ramon Valley, California.

Georgie Scheuerman, Flotilla 12-91, San Ramon Valley, California, uses a diorama to explain to a young visitor at the San Ramon Art & Wind Festival where drinking water comes from and how it can become polluted.



Phil Magdirlia, Flotilla 97, Cottonwood Cove Marina, Arizona.

Safe Boating Week at the Cottonwood Cove Marina, Arizona, left to right, are Doug Colvin, Flotilla, 94; Barbara Sherman, Flotilla 97; and Ben Lewis and Dodie Gullick, Flotilla 94.



Chuck Gehle, Flotilla 78, Vancouver, Washington.

Flotilla 78 members Gay Sipes and Dana Bergdahl assisted the Port of Camas/Washougal in creating a Life Jacket Zone at the port's launch ramp. They sprayed five permanent stencils each four-feet square directly on the pavement of the ramps. Flotilla 78 purchased the stencil for this event, and hopes to use it in other areas around Clark County. The yellow pavement spray should last several years before fading and the flotilla will maintain the messages. A life jacket loaner station is nearby.

"The diorama is an amazing thing," said Scheuerman. "In this day and age of computerized displays, that this mostly static model attracts children like a magnet. Quite often there are lines of children waiting to get up close to it and some of them even come back later in the day to see it again. At the same time, we have the opportunity to talk with their parents about safe boating.

"We often have a Coast Guard response boat, an Auxiliary vessel or an Aux Air helicopter on display next to our public affairs booth," Scheuerman added. "As you can imagine, the helicopters and boats are a

huge draw. Wearing our life jackets makes us highly visible."

Contributed by Brigitte Nicolai, Flotilla 12-91, San Ramon Valley, California.

District 11 – South

Flotilla 96, Las Vegas, received six proclamations from various federal, county, and local officials. The flotilla set up a public affairs booth, with Auxiliary patrol vessels on display, a life jacket exchange and they performed vessel checks at a Lake Mead event. A barbeque with Coast Guard recruiters rounded out the day.

Contributed by Mark Hines, Flotilla 96, Las Vegas, Nevada.

Big Bear Lake Flotilla 11-12 participated in an annual life jacket trade-in sponsored by the California Department of Boating and Waterways with a public affairs booth and vessel safety checks set up by Lowell and Sharon Gytri and Jim Miller. They distributed child, youth and universal adult-sized jackets. Left-over jackets were distributed at the east ramp and on the lake by flotilla members during the boating season. Local radio station KBHR 93.9 did on-site radio announcements from a booth next to the flotilla.

Contributed by Sharon Gytri, Flotilla 11-12.



Jim Smeal, Flotilla 74, Oxnard Maritime, California.

Henry Goldman, Channel Islands Harbor Safe Boating Expo producer, helps two young visitors to the Safe Boating Expo find a proper life jacket. The Expo was held at Coast Guard Station Channel Islands Harbor in Oxnard, California. The free event hosted over 800 attendees who enjoyed exciting search and rescue demonstrations, booths offering a variety of safety and educational exhibits and harbor tours aboard the station's cutters. A flare inspection and disposal by the California Department of Waterways, monitored by the Ventura sheriff's bomb squad, resulted in the collection of hundreds of unusable flares.

Members of Flotilla 16, Oceanside Harbor, California, kicked off NSBWeek with a range of public activities, including vessel checks, dock walking, and a demonstration of enhanced technology for marine radios. In the parking lot of Oceanside's West Marine shopping center, vessel examiners offered free safety checks to trailer boaters while new members got the hands-on training they need to become qualified examiners. Other members staffed an information booth promoting public education courses and demonstrated digital selective calling (DSC). Nearby, at Oceanside Harbor, other Flotilla 16 members distributed oil pads absorption for the bilge and discussed hazardous materials and waste oil recycling with boaters.

At Camp Pendleton, Flotilla 16's marine safety volunteers briefed nearly 650 marines on boating safety and the importance of wearing a life jacket.

*Contributed by Angelo Skiparnias,
Flotilla 16, Oceanside, California.*

District 13

Flotilla 42, Sequim/Port Angeles, Washington, gave the About Boating Safety course to 114 members of the Naval Junior Reserve Officer Corps at Port Angeles High School and to the active duty at Boat Station Neah Bay. Over 400 students received life jacket instruction at an elementary school that serves, among others, children of the Elwha Tribe. Over 500 children and adults received safe boating

demonstrations and life jacket information at the KidsFest Safety Fair in Sequim. An Auxiliary vessel carrying three Auxiliarists was towed in the Irrigation Festival parade. Over 106 vessel safety checks and 150 program visits were completed.

*Contributed by Marilyn Leonard, Flotilla
42, Sequim/Port Angeles, Washington.*

National Public Affairs Contest Winners

National Photo Contest Award Winners

The Photo Award recognizes Auxiliary photographers who have successfully captured interesting and compelling images of members and assets in action across specified program categories. The photographs that receive awards demonstrate excellence in telling the Auxiliary story about members, missions and boating safety.



Fellowship Winner: Photo by Christopher Todd, Flotilla 6-11, Miami, Florida. Members of the Auxiliary serve as actors aboard a cruise ship lifeboat safety drill on April 2, 2013, during Exercise Black Swan as the cutter *Diamondback* stands watch in the waters off Lucaya, Grand Bahama Island. This was the largest use of Coast Guard Auxiliary members in a exercise in the history of the Coast Guard. **editor's note:** Auxiliary members are wearing a uniform specially authorized for Black Swan.

Marine Safety Winner: Photo by Daren Lewis, Flotilla 76, Swan Island, Oregon. Don Verkest (right), Pacific Flotilla 73, Portland, Oregon, briefs Peter Raiswell, District 13 commodore, and Chief Warrant Officer Christopher Brown, District 13 operational training officer, on the safety and security zones for Portland's Rose Festival Fleet Week, June 6, 2012. Verkest serves as the unit coordinator for the U.S. Coast Guard Marine Safety Unit Portland and plays a key role in coordinating Auxiliary assistance with the security and safety zones. The Auxiliary provides twenty operational facilities, assistance with the incident command post, and a variety of services to visiting Coast Guard cutters.





Member Services Winner: Photo by Scott Dittberner, Flotilla 24, Seattle/Elliott Bay, Washington. Speed knotting done right - operational rodeo competition. How fast can you tie the requisite knots for keeping your crew qualification?

Operations Winner: Photo by Linda Vetter, Flotilla 19, Coyote Point, California. An Auxiliary vessel owned and coxswained by Rae Kleinen, Flotilla 12, Sausalito/Tiburon, California, performs helo/boat hoist operations in San Francisco Bay, February 1, 2013, with an MH-65 helicopter based at Air Station San Francisco.



Public Affairs Winner: Photo by David Lau, Flotilla 26, Huntington, Pennsylvania. An Auxiliary Color Guard presents the colors at the commissioning ceremony of the Auxiliary training center at Marcus Hook.





Public Education Winner: Photo by Dennis Morelli, Flotilla 21, Casco Bay, Maine. Dick Robichaud, Flotilla 21, Casco Bay, Maine, shows a boater the proper way to hold a flare. The event was part of the 2012 Boating Safety Day and Open House at USCG Station South Portland.



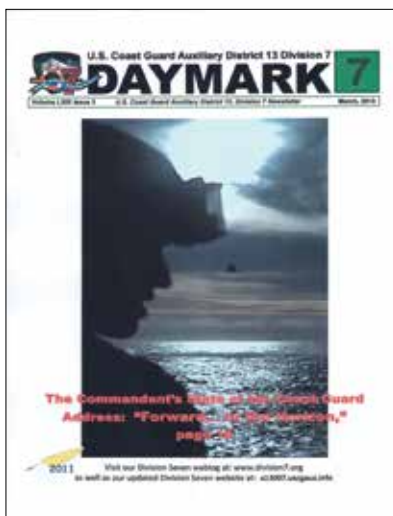
Vessel Examination Winner: Photo by Albert Bidwick, Flotilla 86, Venice, Florida. Patrick Wheeler, vessel examiner, Flotilla 86, Venice, Florida, checks the date on flares to make sure the owner is in compliance with federal requirements.

Newsletter Award Winners

This contest recognizes Auxiliary units that successfully published three or more issues of a unit publication during the specified time. The publications that won the 2013 awards demonstrated excellence in design, layout, writing quality, photojournalism, use of Associated Press Style Book, Coast Guard Style Guide, Coast Guard Auxiliary Public Affairs Publications Officers Guide and USCG Auxiliary Public Affairs Guide.



Flotilla Newsletter Winner: "MidPoint" Stephanie Hutton, editor; Flotilla 62, Deltaville, Virginia.



Division Newsletter Winner: "Daymark 7" Gary Bell, editor; Flotilla 76, Swan Island, Oregon



District Newsletter Winner: "Mainstream" John Socha, editor, Flotilla 20-14, New Baltimore, Michigan.

Public Affairs Award

The Public Affairs Award recognizes Auxiliary units which successfully execute a robust public affairs program telling the Auxiliary's story to the media and the public.

Flotilla Winner: Deriek Clemmons, Flotilla 64, Monterey, California

Division Winner: J. D. Anderson, Flotilla 10-3, Lake Ray Roberts, Texas

District Winner: Craig C. Hall, Flotilla 12-3, Point Allerton, Massachusetts

Cole Ashcraft (Washington, D.C., Flotilla 25-12), Robert Meekins and Chris Weber (William and Mary, Flotilla 67), pass a line to another Auxiliary vessel on the York River, October 14, 2012. Meekins and other AUP boat crew trainees trained at a Fall 2012 Operations Weekend.



Jonathan Roth, AUP intern public affairs officer, Flotilla 67, Williamsburg, Virginia

Auxiliary University Programs

Impact Beyond Recreational Boating Safety

Over a span of four weekends from 2012–2013, thirty-four Auxiliary University Programs (AUP) shipmates logged nearly 1,000 hours on patrol, providing vessel safety checks, conducting search and rescue exercises, operating radios, and going to class—a lot of class.

“Ops Weekend,” as it is familiarly known to AUP members and staff, proved

to be one of the program’s most significant milestones of the last twelve months. Borrowing from the model long established by the Coast Guard Reserve, AUP launched this signature event for students from schools across the country. Members from Auburn University, The Citadel, The College of William and Mary, George Washington University, James Madison Univer-

sity, University of Maryland, University of North Carolina-Chapel Hill, Penn State, and Shippensburg University met at Coast Guard Training Center Yorktown and in Washington, D.C. By the end of the event, they had contributed nearly 1,000 wholly volunteer hours across core mission areas of small boat operations, communications, marine safety, vessel inspection, and public



Jonathan Roth, AUP intern public affairs officer, Flotilla 67, Williamsburg, Virginia.

Bob Zucker (Washington, DC, Flotilla 25-12), receives marlinspike seamanship instruction from Greg Reese, Flotilla 63, Poquoson, Virginia, while underway on the York River, October 14, 2013.

affairs. “In short, it’s a great Coast Guard opportunity,” said Christopher Weber, class of 2015. “Ops Weekends have been really successful in getting students operational.”

Weighty topics dominated the Ops Weekend agenda in March 2013 when AUP members gathered in Washington, D.C. Among them was the need to rise to future challenges while maintaining the organization’s roots in the fundamentals of seamanship and commitment to the values that have made the Auxiliary the great organization it is today. Said Josh Kingett, Flotilla 25-12, Arlington/Northern Virginia (James Madison University ‘14), Ops Weekends are a great opportunity “to see the overall vision and get everyone on the same page in terms of long-term planning and strategic direction.”

Less than two months after one such weekend, one of these crews was called on to support three simultaneous search and rescue cases as they worked alongside fire,

police, and national parks responders to assist over twenty people on three boats over a two-mile stretch of the Potomac River. A month later, as Hurricane Sandy approached the mid-Atlantic, AUP members applied their knowledge of recreational boating safety and environmental protection to help ensure that waterfront facilities, boats, piers, hazardous materials, and related equipment were properly secured for the oncoming storm. In the aftermath, Allison Outwater, Flotilla 21, Sayreville, New Jersey (Stevens Institute of Technology), organized and led hundreds of volunteers helping clean up the mess.

Summer 2013 found students split between Ops Weekends, internships, and daily activities within the Auxiliary’s core missions. Lauren Crawford, Flotilla 98, Chapel Hill, North Carolina (UNC-Chapel Hill ‘15) and Owen Mims, Flotilla 8-12, Auburn, Alabama (Maine Maritime Academy ‘15) became the first AUP mem-

bers to serve aboard cutters, while others checked in at small boat stations and sectors. John DeCastr, Flotilla 8-12 (Auburn University ‘12), reported to Coast Guard Officer Candidate School in New London, Connecticut, just months after Mike Piantedosi became the first student to graduate from the Coast Guard Academy after having started out in AUP. Garrett Hendrickson, Flotilla 67, Williamsburg, Virginia (William and Mary ‘15) assisted in flight operations at a Coast Guard Air Station while his shipmate, Ben Silliman (also of Flotilla 67 and The College of William and Mary ‘15), was awarded a Commandant’s Letter of Commendation for his work focused on oil sands in the Office of Marine Environmental Response.

A New Generation

AUP members are most often members of the “Millennial Generation.” Jacob Thayer, Flotilla 75, Austin, Texas, a 2013 AUP

Jonathan Roth, AUP intern public affairs officer, Flotilla 67, Williamsburg, Virginia.

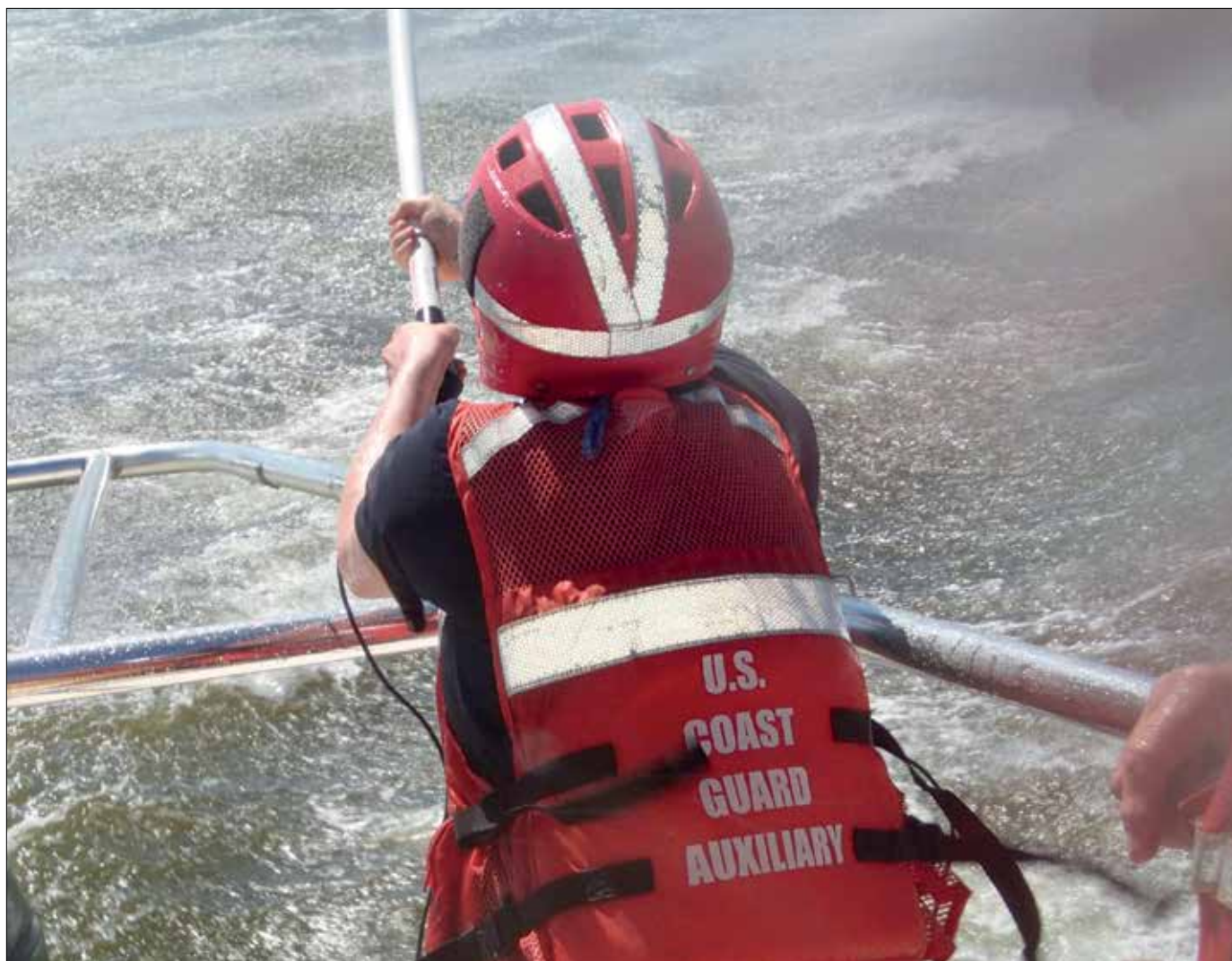


James Clark, Daniel Burns, and Christopher Papas (William and Mary, Flotilla 67), and Lauren Crawford (Piedmont, North Carolina, Flotilla 98), prepare for a towing evolution with another Auxiliary vessel on the York River as the schooner *Alliance* sails past. The training exercise was part of Auxiliary University Programs' Fall Operations Weekend, where members of the Auxiliary from colleges across the East Coast gathered at TRACEN Yorktown, Virginia, October 14, 2012.

Coast Guard photo by Chief Petty Officer Alan Heraf.



Jonathan Roth, (William and Mary, Flotilla 67), provides NFL player Israel Idonije with a stopwatch during the taping of a public service announcement at the Chicago Marine Safety Station, July 10, 2013. Idonije teamed up with the Coast Guard to provide tips on beach safety.



Frank Spruill, Outer Banks Flotilla 16-7, North Carolina.

Lauren Crawford, Flotilla 98, UNC-Chapel Hill '15, handles the grounding rod during hoist exercises with Outer Banks Flotilla 16-7 assisting a helicopter air crew from Air Station Elizabeth City. She is aboard coxswain Jim Fordham's Auxiliary vessel with crew Frank Spruill, John O'Brien, Keith Berntsen, and Jerry Kaputa.

graduate from The George Washington University now serving as project manager on the AUP national staff explains that, "Students are motivated by the opportunity for meaningful experiences that will set them apart from their peers."

With hundreds of professional and social options on today's college campus, competition for their investment of time and talent is often fierce. As a result, AUP members often seek out work with active duty members through internships or augmentation. They look for ways to connect the work they do in the Auxiliary to the topics they are studying in school. Their technological savvy and their schedules, organized around semesters and school breaks, creates an expectation that things

will move quickly. The AUP leadership has focused strategically on operations that provide ready crews in the form of AUP units distributed around the country, unique programming, such as internship or research and development, and an increasingly rigorous academics program.

These members seem not to waste any such chance. The leadership speaks of using modern technology to build an organization of operational excellence, one that, according to the AUP strategic plan, genuinely contributes to solving some of the country's big challenges of innovation, education, professional opportunity, and public safety. The Auxiliary's millennials make clear a desire to work hard and dream big.

Growing Impact

The Auxiliary's first units on college campuses took root in 2007 at Auburn University, The Citadel and The College of William and Mary. These units merged to form AUP several years later. AUP now includes 150 participants in 13 units representing 30 different colleges and universities across the United States. Students complete a four-year program of study focused on basic Auxiliary knowledge, operational proficiency, and leadership. Those entering in 2013 will graduate with coursework in Seamanship, Weather, Communications, Incident Management, an elective specialty of their choice, and a "Maritime Leadership Capstone." Each graduate also completes at least one qualification from Boat Crew,

Telecommunications Operator, Vessel Examiner, Public Affairs Specialist I, and Air Observer, or, completes the requirements for a marine safety training ribbon.

AUP's overall contribution to the active duty and the Auxiliary far exceeds its total number of members. The CGAUXNET computer system, now used by the entire Auxiliary national staff, began in 2008 as an AUP project. Student members and staff are building on that success as they explore new opportunities for knowledge management technology in the Coast Guard. Another team conducted community outreach in conjunction with search and rescue exercises. The result was masters-level research concerning citizen involvement in the protection of critical inland infrastructure. Yet another spent the last 18 months pioneering the use of new technology in the development and delivery of training, creating new courses that are increasingly used by Auxiliarists outside of AUP.

The University of Maryland's Jesse Thrift, Flotilla 25-12 ('13), became the first student to complete a full, four-year, nationally prescribed Auxiliary program of study on a college campus. Now serving as both a radio watchstander at Coast Guard Station Washington and as the campus liaison officer to his alma mater, Thrift is committing hundreds of hours in continued Auxiliary service where recreational boaters and his more junior shipmates need him most.

Nobody knows more about "telling the story" than Jonathan Roth, Flotilla 67 (William and Mary '15), who began taking pictures and promoting the Auxiliary on his campus. That led him to a summer 2013 assignment at the Coast Guard public affairs detachment in Chicago where he was awarded the Auxiliary Achievement Medal for his service helping to tell the story of recreational boating safety (and everything else the Coast Guard does) through a video public safety announcement starring a player from the National Football League; he assisted in a boating safety media event aboard the Chicago Blackhawks' yacht; and he supported the national public affairs campaign "A Week in the Life of the Coast Guard."

Meaningful Experiences

While student members and staff at AUP units volunteer for patrol, stand radio watch, and perform vessel safety checks, they aim to attract more members by offering an increasingly meaningful experience. In the coming years they expect the program to include 500 students at over 30 units by asking "how can we help the Auxiliary answer tomorrow's challenges," and by continuing to offer high quality courses with a strong link to local flotilla missions—some even for college credit. Branch chiefs Anthony Marzano, Flotilla 10-5, Southport, North Carolina; Jake Shaw, Flotilla 8-12, Auburn, Alabama; Todd Richardson, Flotilla 3-15,

Portage Des Sioux, Missouri; and Colleen Monahan, Flotilla 41-4, Fox Lake, Illinois, along with their staffs, have their work cut out for them.

AUP succeeds by saying "yes" to good ideas that challenge the status quo and by encouraging creativity through empowerment, so that everyone from top to bottom understands that his or her ideas—no matter how unconventional—have a place on the drawing board. Ask, and they will say they, "succeed in the mission through respect for fellow shipmates, a passion for operational excellence, precise focus, a fanatical commitment to quality, and shared devotion to duty. AUP is where the most dedicated students come to serve their communities and country."

Program alumni are imbued with a strong commitment to service. Nearly 70 percent of all graduates serve in the active duty or with the Auxiliary or Reserve. Others embark on a civilian career or service with the Department of Defense. AUP's class of 2013 produced a federal law enforcement agent, a police officer, a firefighter, a boatswains mate Reservist, an active duty officer, and a graduate student focused on public administration. 🇺🇸

The author, Andrew Welch, Flotilla 25-12, Arlington/Northern Virginia, is division chief of the Auxiliary University Programs.

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 non-profit. 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 beginning in 1924, CGMA has been there to lend a helping hand to shipmates who are weathering a season of unexpected financial hardship. CGMA offers:

- Financial assistance to prevent privation (food, shelter, clothing, 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 facing an emergency financial need 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.



Surveying the Membership

According to members who responded to an All Hands survey last April and May, the Auxiliary is a growing organization, showing few differences from surveys conducted over the past decade.

The survey was a goal for the national commodore's strategic plan. It drew 4,265 responses, or 14 percent of the membership; 86 percent did not respond either because they chose not to respond or were unaware of the survey. Respondents were among the most active and accomplished Auxiliarists, the majority having been members for at least six years. They were mostly engaged in the operations programs and a relatively high proportion were elected or appointed officers.

Respondents said they felt their flotillas were doing a good job over all, earning a B to B-minus score. Further, communication is seen as good at the flotilla level. In written responses to the question, "What aspect of the U.S. Coast Guard Auxiliary do you find the most rewarding?" most mentioned the Four Cornerstones. In decreasing order of importance, they were operations, public education, all aspects of recreational boating safety, and fellowship. The second most frequent answer to the question of most rewarding aspect was supporting the Coast Guard as a force multiplier and working with the active duty. Training came in third—both training received and the opportunity to train others. Service to the community was mentioned last.

"The survey identified some areas for improvement and that's good information to have," said COMO Thomas Mallison, national commodore. "We will use it to plan a course of action addressing those concerns."

Member training given by the flotillas was scored lower by respondents in surveys from 2002 until 2009, when the scores began to go up. In the 2013 survey, they dropped below the 2009 score. This is a

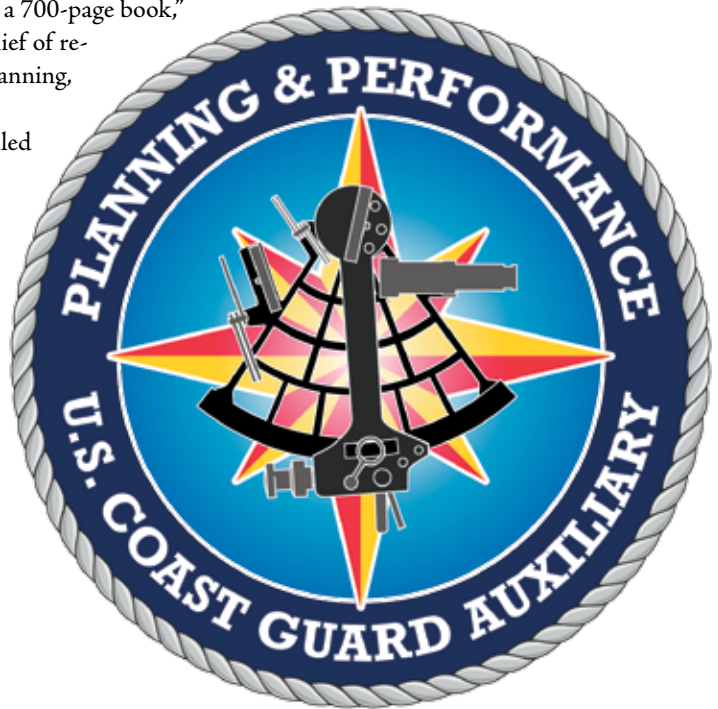
concern addressed in the current strategic plan. Respondents also called for more online courses.

The survey data reinforces the notion that comprehensive national programs differ from one district to another depending on their geography and special needs. An example is that while members in southern waters might still be doing on-water missions in winter, members in the north switch to education classes.

Survey respondents were also given a chance to express their opinions. "Their comments would fill a 700-page book," said Tony Morris, chief of research in strategic planning, who ran the survey.

For a more detailed report on the survey visit the Strategic Planning website at <http://sdept.cgaux.org/>.

Authors within the Strategic Planning Directorate.





Finding Your Course

Tune in to online learning

In establishing the priorities for the training directorate, Dr. Dale Fajardo, director, Oyster Point Flotilla 15, San Francisco, recognized the challenge of providing the best member training even to the most remote corners of the country. He emphasized that learning through online education could shrink the distance between students and instructors and ensure the member training function of the Auxiliary will meet the needs of its members even as new programs are developed and technology evolves.

AUXOP: Then and Now

When AUXOP (Operational Auxiliarist Specialty Program) was initially developed in the 1950s, each member was expected to identify his or her own needs and sources for training. A single test covering all seven specialties was administered by active duty officers. No study guides were available. In the 1960s the AUXOP test was separated into seven separate tests. A member could receive credit for any of the specialties without having to complete them all. Each specialty (except the administration specialty) also had a practical demonstra-

tion that required the member to perform associated tasks. For the Weather test, a trainee was required to prepare a forecast for a 24-hour period. For the Communications test, the trainee needed to memorize the international signal flags and draft a message for transmission by voice.

The leadership began to distribute study guides through the materials system in the 1970s. Today, study material and references are available on the web at <http://www.uscgaux.info/content.php?unit=T-DEPT&category=auxop-courses>. Slide presentations are also available for class-



James Eniken, Flotilla 17-6, Central Brevard, Florida.

One of the major tasks in the Auxiliary Operational Excellence program is mastery of the Coast Guard's P-6 dewatering pump. Members from two flotillas gathered for a pump training exercise on a hot Florida afternoon. Left to right are: Richard Knapp, Flotilla 17-11, Orlando Winter Park; Nevin Lantry, Flotilla 17-11; Terry Riley, trainer, Flotilla 17-6, Central Brevard; Kimberle Zimmerman, Flotilla 17-11; George Peek, trainer, Flotilla 17-6, George Coleman, Flotilla 17-6, and James Parker, Flotilla 17-11.

room instructors. Units are encouraged to work together to share their expertise and increase their knowledge and abilities.

Testing for specialty courses has evolved from paper to electronic form. The technical challenges are being overcome as pools of suitable questions are developed for each course. Authorized proctors can access and administer the tests via the Internet and students receive immediate feedback. When the examination is complete, the score and a summary of questions missed are available for review.

The advanced training division under the leadership of Robert Holm, Flotilla 74, Oxnard Maritime, recently revised the current set of AUXOP courses and developed new courses intended to increase the proficiency of coxswains and crew. The Boat Crew Seamanship Manual (COMD-

TINST M16114.5 series) is intended to be a starting outline upon which to build more advanced training as the variety of facilities found in the Auxiliary and the diverse operating areas provide a wealth of resource material. In addition, new material on boat handling and rescue techniques is being developed based on discussions with the Coast Guard's Office of Auxiliary and Boating Safety.

A request for practical training led to the Member Training Compendium, also developed by Holm. The Compendium is a portable, single source for all member training information. Now available on the Member Training website, the Compendium has active links for: manuals, exams, personal qualification standards, and slide presentations. It includes links to online courses and includes pre-requisites,

AUXOP credits, and instructions on how to access some of the password-protected training websites e.g. AUXLMS (the Auxiliary learning management system). The link to the Compendium is http://tdept.cgaux.org/documents/NATIONAL_MEMBER_TRAINING_COMPENDIUM.pdf.

Distance Learning through Online Education

Three years ago, Ralph Tomlinson, Flotilla 33-1, Omaha, Nebraska, currently the deputy director of training, and his wife Suzanne, Flotilla 33-1, began offering operational specialty courses using web conferencing tools called "webinars." The Tomlinsons use a team approach using video, live audio/chat, cameras and other presentation tools to engage their remote audience.



Jonathan Ahlbrand, Flotilla 22-6, Lansing, Michigan.

Crew training aboard Bill Church's 44-foot motor life boat involves real-world offshore adventure. On a recent training rendezvous in Tawas, Michigan, Larry Leighton, Flotilla 24-2, Flint, Michigan, practices with the skiff hook before hooking up to a Tawas patrol vessel.

Each session lasts about 90 minutes and is recorded so students can replay the sessions as needed. The program solves the problem of an Auxiliarist finding a subject matter expert or knowledgeable instructor within a reasonable commuting distance.

Advanced distance learning is another training opportunity available to members. The Auxiliary online classroom, also known as the virtual classroom, helps staff officers provide compelling, interesting training content online. These opportunities are available for students to access at their convenience and are not limited to a prede-

termined presentation schedule. Jonathan Ahlbrand, Flotilla 22-6, Lansing, Michigan, division chief for advanced distance learning, has twelve years of practical experience in developing web-based instructional programs. Ahlbrand's goal is providing a "quality learning experience to the member" working across directorates and divisions. Advanced distance learning provides creative interactive presentations based on content from the originating directorates, including "drag and drop" responses (such as an exercise where the student would place various insignia on a pictured uniform) and video clips.

The Auxiliary online classroom offers training for the Public Affairs, Prevention and Human Resources Directorates. It is based on the MOODLE Learning Management System, an open source platform installed on over 80,000 websites and used by over 72 million people. The link is <http://classroom.cgaux.org/>. The logon is the same as that used for AUXOFFICER, the Auxiliary directory. Presentations from from NACON and N-train are available.

A "new member boot camp" is being developed. Training materials for vessel examiners and instructors are scheduled for the future. These materials may be used by individuals or flotillas. One recent posting helps members learn how to update their personal information in AUXDATA using the web-based 7028 form.

AUXLMS while having some similarity to the online classroom, is a distinct and separate entity. It was developed for the Coast Guard learning portal (<https://auxlearning.uscg.mil/>) to present training mandated in the Auxiliary Manual (Chapter 8.E). These presentations are controlled by the Coast Guard, not the Auxiliary. Details are reviewed on the Chief Director's web site at (<http://www.uscg.mil/auxiliary/training/auxlms.asp>). Since its launch in January 2013, over 20,000 courses have been started with over 3,000 members completing one or more training activities in the AUXLMS.

Strengthening Communication

Another priority of the training directorate is strengthening communication between the national and district levels, which in turn will strengthen the connection with our members. District staff officers for member training are invited to participate in quarterly meetings via web conferencing, where they are briefed on upcoming developments and program changes and have the opportunity to present questions and concerns and share best practices. 🌐

The author, Michael Scott, Flotilla 35-12, Twelve Chicago, Illinois, is a coxswain and qualification examiner, AUXOP, and member of the Auxiliary for 44 years. He is a branch assistant in the support division of the Member Training Directorate.



June Wingert, Flotilla 69, Lake Conroe, Texas.

Colin Shannon, Flotilla 62, Air Station Houston, plots the coordinates of a vessel in distress during a simulated search and rescue exercise. Operation Redfish is an annual training event involving all flotillas in Division Six of District Eight-Coastal. An incident command center was established and GPS coordinates were given to coxswains taking part in the search and rescue operation in Galveston Bay.



June Wingert, Flotilla 69, Lake Conroe, Texas.

Pat Cooney, Flotilla 6-12, Air Station Houston, prepares his boat for Operation Redfish on June 22, 2013. To the right is Captain Brian Penoyer, Sector Houston/Galveston. The annual mock search and rescue exercise takes place in the Upper Galveston Bay.

Left to right, AUXLAMS Instructor Fred Germann role plays as a non-compliant Auxiliary member during AUXLAMS training held at the Palms At Pelican Cove June 1, 2013. Miguel Ramos, vice commander and student, Flotilla 16-1 Christiansted, responds with corrective management methods to control the situation.



Robert A. Fabich, Sr., Flotilla 16-1, Christiansted, St. Croix, U.S. Virgin Islands.

AUXLAMs in the USVI

Auxiliary members from across the U.S. descended on St. Croix for the Auxiliary Leadership and Management (AUXLAMs) course held at the Palms At Pelican Cove May 29 - June 2, 2013. The event marked the first time the AUXLAMs or any other Auxiliary "C" School has been held in a U.S. territory.


AUXLAMs is a Coast Guard active duty course, adapted for the Auxiliary and taught by Coast Guard-trained instructors. It is the foundation course of the Auxiliary Leadership Continuum and is based on the Leadership Competencies, which lay the foundation for all management skills necessary for successful leadership in the Coast Guard and Auxiliary.

Interactive training includes instructional modules for self awareness, motivation, strategic leadership, team building, ethics, conflict management and performance problem solving.

AUXLAMs is one of the courses within the leadership category of courses for the Auxiliary Operations (AUXOP) qualification. It is also a prerequisite for flotilla commanders to attend the Mid-Level Officers course.

AUXLAMs recently received a favorable review by the Accreditation Council on Education (ACE) and has been recommended for three upper-division undergraduate college credits. This is the first Auxiliary course to be reviewed by

ACE and the only one with a college credit recommendation.

During the week-long training, students had an opportunity to meet Senator Nereida "Nellie" Rivera O'Reilly, St. Croix District USVI 30th Legislature, and enjoyed a Caribbean lobster feast in recognition of Rear Admiral William D. Baumgartner, commander, Seventh Coast Guard District. 

The author, Robert A. Fabich, Flotilla 16-1, Christiansted, St. Croix, USVI, is a public affairs specialist III.

Ken Williams, Flotilla 24-1, Bay City, Michigan, holds up warning signs to advise recreational vessels of the closed area around the Heritage Offshore powerboat race course on Lake Huron near Tawas, Michigan. Walt Kline, Flotilla 24-1, keeps a watch.



Jonathan Ahlbrand, Flotilla 22-6, Lansing, Michigan.

Rendezvous in Tawas

Crews meet to train and serve

By Navigator Staff

Photo by Jonathan Ahlbrand, Flotilla 22-6, Lansing, Michigan.

Every year Michigan members from various flotillas rendezvous in Tawas, for a weekend of crew training at Coast Guard Station Tawas. This year's run happened to coincide with the Offshore Powerboat Association's Heritage Offshore Boat Races, June 14-16, and the crews were tasked with supporting a safety zone around the race course. It's a big event with members from Lansing, Bay City, Flint, Tawas, even North Carolina, all meeting at Tawas flotilla commander, Mike Heger's, home. Throw in a camp fire, dinner, breakfast, and fellowship among the members from different flotillas, and you have a weekend members look forward to on Lake Huron.

Bill Church, coxswain, Flotilla 24-1, Bay City, headed out aboard his 44-foot motor life boat, a retired Coast Guard response boat, with crew and trainees Ken Williams,

Dan Guiett, David Stokes, and Robert Campbell, Flotilla 24-1; Jonathan Ahlbrand and Mike Orris, Flotilla 22-6, Lansing; and Larry Leighton, Flotilla 24-2, Flint.

"We took the 44—about 40nm, six hours—," said Church, "and, on the way, the crew and trainees experienced real-world offshore navigation. We enjoy the challenges that come up from time to time and the experience of sharing our knowledge. Our mission at Tawas was to provide traffic control and assist with the offshore race, but once you cast off the dock lines you never know what lies ahead. "While working the race, the station advised that a kayak was spotted about six nautical miles away with no one on board. In the blink of an eye, the mission changed from race course traffic control to search and rescue. We took down the last known

position and two qualified members set up a search pattern and began training the new members on plotting it.

"In three- to four-foot waves and 15kts offshore wind," Church continued, "we started our search pattern. Watching the crew looking for someone in the water drives home the need for good training. In real life situations like this it shows what skills need more work and what we do well. We were unable to locate the vessel, or its operator—a big let down for the crew—but it was real life. You don't always get the prize. The operator was picked up by a good samaritan; the kayak is probably still floating somewhere on Lake Huron. We strive for great training, safety and lots of opportunity for fun. We bring to the table different ideas based on our various experiences, and we complete our mission." 🌀

Patti Kuhn, Flotilla 14-2, York, Pennsylvania, prepares a noon meal aboard the Buoy Tender Oak while underway in the Caribbean.



Jerry Hottinger, Flotilla 85, Palmetto, Florida.

Have Knives, Will Travel

Auxiliary food service specialists serve in galleys everywhere

AUXFS (Auxiliary Food Service), first known as AUXCHEF, is a national program designed to provide trained food specialists to backfill at small boat stations, on cutters, at VIP events, changes of commands and fellowship events—anywhere there's a hungry crew and a well-stocked galley.

In the aftermath of the World Trade Center disaster, Paul Richichi, Flotilla 12, Amityville, New York, served for two weeks alongside an active duty member

and a Reservist in preparing morning and noon meals at Station Fire Island. Soon he was a Sunday regular at the station. "I saw it as a morale booster for them to have a home-cooked meal, rather than standard galley fare," he said.

Richichi saw a need to expand the Auxiliary mission to include food service and with the support of Dante Laurino, Flotilla 12, Commander John Felker, director of the Auxiliary in District One-South; and Nick Kerigan, then-vice national

commodore, Flotilla 12-3, Glen Cove, the program was approved for the district with Richichi as chairman.

A program guide with rules and regulations was written and, in early 2002, the first six food service volunteers were certified in District One-South. Laurino, human resources national director, spearheaded the program and in 2006 Gene Seibert, then-national commodore, approved AUXCHEF as a national pilot program.

Ron Ellis, Flotilla 87, Lake Anna, Virginia, was appointed Fifth Southern chairman, and in January 2006 he attended the Coast Guard's food service school in Petaluma, California, for 12 weeks of training.

Ellis, who is currently Atlantic Area branch chief, and his wife Ginger designed and wrote the training and qualifications guide and companion slide presentation in consultation with the Coast Guard. The first class of eight AUXCHEFS in Fifth Southern graduated in May 2007. The Ellises traveled to other districts teaching their initial classes and training new instructors. In February 2010, the Coast Guard approved the AUXCHEF training and qualifications guide.

In 2007, Russ Venti, division chief, Flotilla 19, Coronado, California, and one of the original six trained at Station Fire Island, expanded the program to the Pacific area. "Our volunteers work almost any shift, from breakfast to midnight rations, almost anywhere—from the fully-equipped kitchen at Sector Los Angeles/Long Beach to the closet-sized galley aboard an 87-foot patrol boat," said Venti. The first five members in District 11-North also became instructors and taught throughout the district," said Linda Haynes, Pacific Area branch chief, who was one of those students. "Our 30 active specialists serve on cutters and for many changes of command," she said.

AUXCHEF was approved as a national program in January 2009, within the department of human resources. Food service specialists qualify to the same standards as their active duty counterparts and accept assignments that vary in length, whether one day or 30. Training consists of 18 to 22 hours of classroom and hands-on galley time, plus completion of a series of personal qualification standards. The course emphasizes safety and sanitation, working in a galley and basic food preparation. Joseph Villafane, Flotilla 13-6, Freeport, New York, Atlantic Area West branch chief, knew early on that training meant more than just how to fix a quick meal. "Sanitation and food safety are number one issues. Unsani-



AUXFS instructor George Peek, Flotilla 17-6, Central Brevard, Florida, prepares the noon meal for active, Reserve and Auxiliary on patrol assignment at Station Ponce de Leon.

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

tary conditions can shut down an entire station or boat crew," he said. Annual sanitation training, four hours of team coordination training every two years, and a hepatitis A inoculation (two injections six months apart) are also required for AUXFS certification.

When instructors Paulette Parent, Flotilla 83, Manatee, Florida, and Toni Borman, Flotilla 84, Sarasota, asked Patti Kuhn why she wanted to be an Auxiliary food service specialist her answer was clear: "I want to be lowered from a helicopter to the deck of a Coast Guard

cutter in the middle of the ocean to be an AUXCHEF at sea!" Her wish came true in July 2013 when Kuhn, Flotilla 14-2, York, Pennsylvania, and Jerry Hottinger, Flotilla 85, Palmetto, Florida, served on the cutter *Oak*, a 225-foot buoy tender in the Caribbean for 30 days. "We wanted to learn everything we could about a buoy tender," said Kuhn. The two participated in training sessions, served as lookout and learned to find their way from their berths to the deck blindfolded. "Our shipmates were happy to take us on their rounds and teach us their skills."



Charles Truthan, Flotilla 15-3, Ocala, Florida.

Richard Belanger, left, Flotilla 59, Stuart, Florida, chops chicken on the poultry cutting board as Robert A. Fabich, Flotilla 16-1, St. Croix, USVI, supervises multiple students.

"Among many AUXFS volunteers who have served aboard cutters," said Ron Ellis, "Lorraine Colletta, Flotilla 22-1, Rock Creek, Maryland, was named Sailor of the Quarter aboard the cutter *James Rankin*."

Bill Giers, Flotilla 17-6, Central Brevard, Florida, was the first Auxiliary food service specialist to be qualified and the first instructor in District Seven. In various kitchens, he has served the active duty, Reserve, Coast Guard civilian employees, and members of the Auxiliary. His galleys are everywhere: an admiral's home, NASA launches, underway on security patrols, fellowship events, at boat stations, the training facility at Yorktown, Virginia, and underway on cutters in the Atlantic, Pacific and Arctic Oceans. He even accompanied an ice breaker science expedition. "I have served as far south as Miami, east to Cape Canaveral, west to Dutch Harbor, Unalaska, in the Aleutian Islands, in Canadian waters and the polar ice region, all under Coast Guard orders," said Giers who believes a good meal can make a bad or difficult day better. "Chef's are also morale creators," he said, "but food service is one of the most difficult positions in the Coast Guard. No other billet involves being publicly evaluated by every person in the unit up to four times a day,



Patti Kuhn, Flotilla 14-2, York, Pennsylvania.

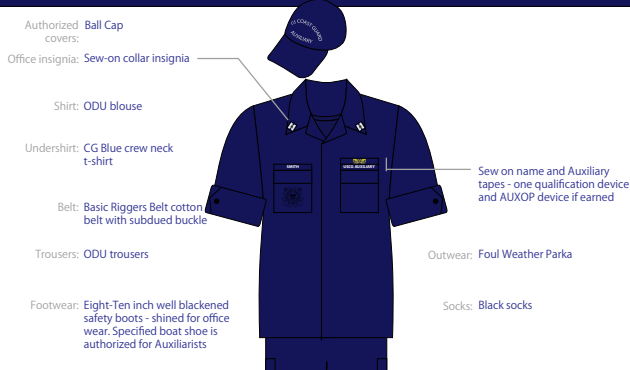
AUXFS Jerry Hottinger, Flotilla 85, Palmetto, Florida, prepping for a noon meal aboard CG Buoy Tender Oak while underway in the Caribbean.

every day." Although the job can be difficult, Giers says it is fun, and one of the most exciting, challenging and creative positions requiring discipline, planning, organizational skills, sanitation routines. "Name another Auxiliary program where you can experience all that," he added. 🍴

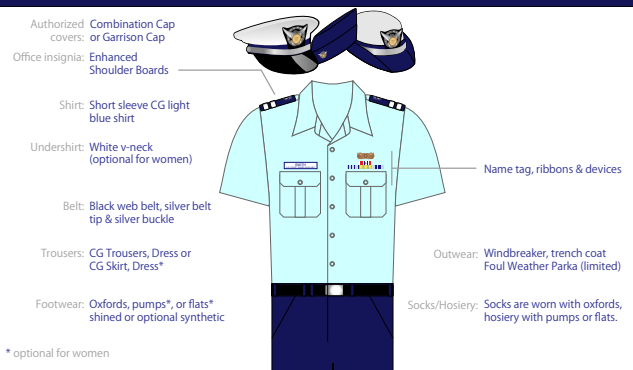
The author, Kathleen Dolan, Flotilla 15-8, Hernando Beach, Florida, became an Auxiliary food service specialist in April 2013 and serves at Coast Guard Station Yankeetown (Florida).

Wear Your Uniform with Pride

WEAR YOUR OPERATIONAL DRESS UNIFORM PROPERLY & WITH PRIDE



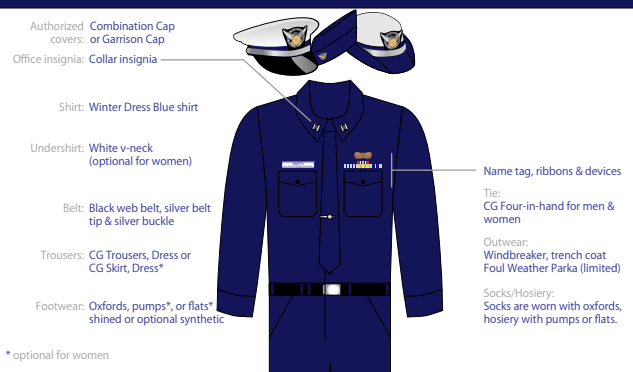
WEAR YOUR TROPICAL BLUE UNIFORM PROPERLY & WITH PRIDE



WEAR YOUR SERVICE DRESS BLUE UNIFORM PROPERLY & WITH PRIDE

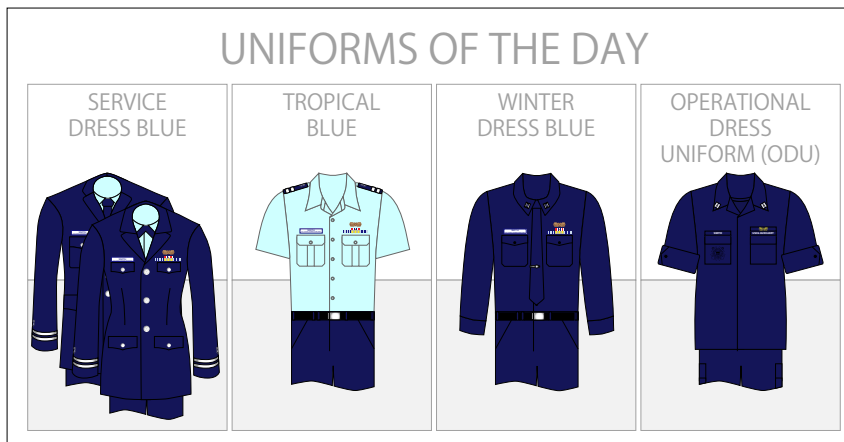


WEAR YOUR WINTER DRESS BLUE UNIFORM PROPERLY & WITH PRIDE



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

UNIFORMS OF THE DAY





Members of Flotilla 74, Oxnard Maritime, California, teach knot tying to visitors at Station Channel Islands Harbor safe boating expo.

Jim Smeal, Flotilla 74, Oxnard, California.

Cornerstone Two: Recreational Boating Safety





Craig Miller, Flotilla 29, Lake Lanier, Georgia, teaches the Auxiliary public education course to members of the Army Corps of Engineers and contract employees at the project manager's office in Oakman, Georgia.

RBS Reaches Out

When the Coast Guard looks for a “force multiplier” they reach out to the Auxiliary. When the Auxiliary wants to multiply its own force effectiveness, to whom does it reach out?

The primary task of the Recreational Boating Safety Outreach Directorate is to engage select organizations that share with the Auxiliary a commitment to improving recreational boating safety (RBS). Over the years the national leadership has negotiated memorandums that authorize flotillas, divisions and districts to work locally with these organizations that together, with the Auxiliary, make the RBS mission more effective.

This spring, for example, Bruce Johnson, branch chief for youth partners, Flotilla 22-2, Pikesville, Maryland, with local members of Divisions Five and Ten of

Eighth Coastal led an Auxiliary team to the 2013 national meeting of the Boy Scouts of America (BSA) in Grapevine, Texas. The Auxiliary booth featured the Waterway Waste game, videos of the Auxiliary in action, literature and crowd pleasers “Sammy the Sea Otter” and “Coastie.”

The booth was beside that of the Sea Scouts, emphasizing the partnership between the two organizations. The 2009 memorandum of agreement between the Boy Scouts of America and the Auxiliary (available at <http://bdept.cgaux.org/pdf/BSAUSCGAuxMOA23Feb09.pdf>) provides a basis for that collaboration.

“Attending the conference gave us a chance to speak with hundreds of scout leaders from across the country,” Johnson said. “We reminded them how the Auxiliary

works with scouts to enhance the scouting program.” For example, scouts can use Auxiliary RBS literature to train for advanced merit badges. The Auxiliary also offers scouts volunteer and community service opportunities, such as Sea Partners, a shoreline clean-up and fishing line recycling project.

Johnson encouraged scouts and their leaders to promote Auxiliary public education courses and guided them to the RBS Outreach website for more ways the Auxiliary can support the Boy Scouts.

Scouting Outreach in South Miami

Flotilla 65 in South Miami gave scouts a free youth boating safety class during National Safe Boating Week. Elena Cohan, Flotilla 65, Cutler Ridge, Florida, and a former scoutmaster led the class of 99

youths and 68 adult chaperones. Ninety-one scouts passed the test and received their certificate.

To enhance the appeal, Cohan added a hands-on outdoor session with skills that seemed a “natural” for scouting, such as line handling and heaving, radio communication and visual distress signaling. Members of the flotilla even showed scouts the basics of conducting a vessel safety check and gave them a tour of a flotilla vessel, highlighting the special equipment the Auxiliary uses to assist boaters.

Coalition of Partners

The National Safe Boating Council (NSBC) is a coalition of organizations committed to promoting safe boating and Bill Griswold, liaison to the NSBC, Lake County Flotilla 43, Florida, sits on their board of directors. In 2013, they are developing a year-round national boating safety awareness campaign administered by the Coast Guard. Earlier this year, the Council offered items to help promote National Safe Boating Week (NSBW) and the Ready Set Wear It event.

Meanwhile, in District 13, Craig Brown, Flotilla 32 commander, Des Moines, Washington, keeps communications flowing between his local U.S. Power Squadron (USPS) and the Auxiliary. “When I attend USPS events,” Brown says, “I am asked questions about vessel safety checks (VSC) and program visitor (PV) requirements. One of the things we do is build cooperation between the Auxiliary and the Power Squadrons on VSCs,” he says.

Ken Link, Flotilla 20-2 in Morehead City, South Carolina, is a member of the U.S. Power Squadron and their liaison to the Auxiliary. In July, he chaired a meeting in New Bern, North Carolina, with members of the Auxiliary and counterparts from the USPS. The group now meets regularly to talk about ways to implement the existing memorandums of agreement between the organizations in South Carolina. “It makes sense to work as partners,” Link says. “Together we can reach more boaters than either organization can reach”

New Program Visitors

Meanwhile, Kelly Townsend, director, RBS-Outreach, North Carolina Western Foothills Flotilla, 26-5, and Mike Klacik, director, vessel exam and RBS visitation, Flotilla 10-13, Wycoff, New Jersey, host a monthly webinar with project leaders from the USPS government partners and relations committee. Together, this team is integrating the USPS into the marine dealer visitor program. To implement the program, Joe Reichal, branch chief, program visitor, Flotilla 14, Destin/Fort Walton, Florida, and Stephen Ellerin, division chief, liaison, RBS-Outreach, Flotilla 82, Longboat Key, Florida, will attend the USPS national conference in January 2014 to train and certify the first USPS program visitor leaders who will return home to train interested squadron members.

USPS members will pass basically the same qualifying exam as Auxiliary program visitors and local Auxiliary program visitors will supervise their two required marine dealer visits to complete their certification process.

Recreational Boats Come in All Sizes/Manual Propulsion

Fifty million is a big number, but that’s how many people in the U.S. go canoeing or kayaking each year. Paddlecraft is the fastest-growing segment of the recreational boating community.

In June, Don Goff, liaison to the American Canoe Association (ACA), Flotilla 25-6, Occoquan/Fairfax, Virginia, met with Joe Moore, ACA director of training and outreach, and Greg Rolf, who manages their stewardship program. In turn, Moore and colleague Chris Stec traveled to the Auxiliary’s national conference (NACON) in San Diego, California, to lead a session emphasizing the growing importance of paddle craft to the RBS mission.

“The Auxiliary and the ACA work together at a number of levels to reduce fatalities,” Goff said. “These national programs are important, but local activities get directly to the paddling public. Our flotilla and division officers should reach out to our RBS partners to get our message to their members.”



David Joyce, Flotilla 29, Lake Lanier, Georgia, teaches boating safety to Cub Scouts.

Read About It

Magazines and other publications that target the RBS community offer another venue to get the RBS message before the eyes and minds of boaters. “We have partnerships with a number of these publications,” explains Manny Alfaro, safety partners branch chief, Flotilla 69, Opalocka, Florida. “These publications can help us explain and reinforce our message, so it’s important to stay in touch with them to make sure that their information is up-to-date.”

Non-Swimmers

Most non-boating, recreational, on-the-water deaths are drownings of non-swimmers, often in a family or community swimming pool. Atul Uchil, liaison to U.S. Army Corps of Engineers, Flotilla 57, Lynnhaven, Virginia, is working with the Corps and the Diversity Directorate to disseminate posters and literature produced by the Corps that encourage a respect for the water by non-swimmers. “By tapping into the resources of our partner,” he said, “we can greatly multiply our effectiveness.”

The author, Stephen Ellerin, Flotilla 82, Long Boat Key, Florida, is division chief of liaison, recreational boating outreach

Left to right: Ian Mosley, Flotilla 13-3, Haddon Heights, New Jersey; Bob Martone (filling in the data form), Flotilla 10-13, Wyckoff, New York; James Bemiss, Flotilla 16-8, Shark River, New Jersey; and Mike Klacik, Flotilla 10-13, observing life jacket wear at Manasquan Inlet, New Jersey. The Auxiliarists were instructed to wear casual clothes so as not to appear to the people in the boats as being involved in a law enforcement activity.



L. Daniel Maxim, Flotilla 66, Central Trenton, New Jersey.

Do They "Wear It?"

Measuring life jacket wear rates - a pilot program in First Southern and Fifth Northern

In 2012, drownings accounted for 1459 recreational boating fatalities; 71 percent of the total of 651 recreational boating fatalities in that year. These data reflect the fact that the majority of fatalities result from capsizes and falls overboard—events that unexpectedly dump boaters in the water, allowing little or no time for the victim to find and put on a life jacket. Not surprisingly, in cases where it was known whether the victim was wearing a life jacket, 84 percent were not. Although total recreational boating fatalities in 2013 were down compared to years past, the relative proportion of fatalities caused by drowning and the percentage of drowning victims not wearing a life jacket were close to historical averages. These statistics underscore the importance of wearing (rather than just carrying) a life jacket when boating. The Coast Guard endorses and sponsors extensive volun-

tary initiatives to get recreational boaters to wear life jackets, such as the "Wear it" program. Although few question the potential benefits of wearing a life jacket, it is important to determine the effectiveness of outreach activities designed to increase life jacket wear.

For the past fifteen years, the Coast Guard has awarded a grant to the non-profit firm, JSI Research & Training Institute of Boston, Massachusetts, to conduct an observational study measuring and documenting life jacket wear rates. Rather than relying on self-reporting (with the potential for bias), JSI conducts a field survey using direct observation of recreational boats by specially trained observers using binoculars from defined shore observation points in 30 states. Observers record the type of vessel, approximate length, the number (and approximate ages) of the persons on board, whether each was wear-

ing a life jacket, and other relevant data. These data recording forms are scanned, the results tabulated and analyzed statistically to determine trends and summarized in an annual report submitted to the Coast Guard (see e.g., <http://www.uscgboating.org/statistics/pfd.aspx>). To date the trends have been mixed:

- On the plus side: Life jacket wear rates for those 17 years or younger have increased over the years as have life jacket wear rates for adults in sailboats, and wear rates for PWC users have remained high, but --
- On the minus side: Life jacket wear rates for adults in powerboats (excluding PWC) have been stuck in the four- to five-percent range since 1999.

Positive or negative, these results are used in assessing the overall effectiveness

of various policies designed to increase life jacket wear rates. To date, the observations have been carried out by JSI's professional observers who are required to travel to the locations where measurements are taken in each of the survey states. Observations were limited to only one weekend per year at each location. Desiring the program to be expanded to all 50 states with multiple observation times, the Coast Guard is promoting a pilot program to determine whether an Auxiliary observer corps is feasible.

Observer Corps?

The pilot program was conducted in First Southern and Fifth Northern during the months of July and August of 2013 with 12 Auxiliarists participating. From New York, Bob Martone and Mike Klacik, Flotilla 10-13, Wyckoff; Vinny Porsella, Flotilla 13-11, Point Lookout; Rick Teufel, Flotilla 13-6, Freeport; and from New Jersey, James Bemiss, Flotilla 16-8, Shark River; Marcus Carroll, L. Daniel Maxim and Gary Christopher, Flotilla 66, Central Trenton; Lawrence Galiano, Ian Mosley and Kathleen Kunyczka, Flotilla 13-3, Haddon Heights; and Robert Myers, Flotilla 16-5, Brick, were trained as observers by Dr. Thomas Mangione and his colleagues from JSI at Coast Guard Stations Jones Beach (for New York observers) and Manasquan Inlet (for New Jersey observers). The training included a slide presentation explaining the overall program, instruction in how to take observations and fill out the data collection forms, followed by a practice observation session in which two-person teams conducted the observation sessions. Most teams observed from one location from 8:00 a.m. until noon and at a second location from 1:00 p.m. to 4:00 p.m. on the same day. Each team would rotate the duties of looking through binoculars and recording observations on a special collection form to avoid eyestrain, boredom, and writer's cramp.

To avoid the impression that these observations might be related to any law enforcement activity, observers were dressed in casual civilian clothes. (And, of course, vessel registration numbers and names were not recorded on the forms.)

The observation locations in New York were originally selected by JSI, whereas those in New Jersey were selected jointly by JSI and the recreational boating outreach leadership. Observation sites were chosen to include a variety of recreational boating activity, from canoes and kayaks on lakes and rivers to larger recreational boats heading offshore for fishing. Selection criteria for sites included the likely boat traffic, availability of benches/chairs, shade from the sun by trees or structures, and access to toilet facilities.

The Auxiliarists learned how to conduct the observations and to develop a "rhythm" to fill-in the forms rapidly and accurately. After a little practice those observing through binoculars would sing out the observations such as "cabin cruiser, 26-45.9-foot, inboard, cruising, pleasure, two adult couples, male operator, no life jackets" to the person recording the observations. And the person handling the recording duties would enter these on special machine-readable sheets. Although there were some dead times with little boat traffic, things could get very hectic in the target-rich environment of some sites. For example, Bob Myers said that "boats leaving the Manasquan Inlet intent on fishing resembled the chariot racing scene from the movie *Ben-Hur* in the early morning hours." JSI had observation teams at nearby sites also collecting data as a quality control check on the Auxiliary observations. The results were similar, except that some of the JSI teams were faster and able to record more observations. After a few hours, however, the Auxiliary teams became more proficient.

"This collaboration between the Auxiliary and the Coast Guard's boating safety division is important to the Coast Guard in this era of constrained resources," said Jeff Hoedt, chief of the division at Coast Guard headquarters. "By providing a trained observer corps, the Auxiliary is able to make a valuable contribution to the recreational boating safety mission, which allows the national RBS program to make better-informed decisions on how to increase life jacket wear," Hoedt went on to say.



L. Daniel Maxim, Flotilla 66, Central Trenton, New Jersey.

At the observation site opposite Manasquan Inlet, Dr. Thomas Mangione from JSI (standing) offers Robert Myers, Flotilla 16-5, Brick, New Jersey, suggestions on filling in the observation form. The Auxiliarists were instructed to wear casual clothes so as not to appear to the people in the boats as being involved in a law enforcement activity.

The outreach leadership is in the process of interviewing the Auxiliarists who participated in the observation program to draft an after-action report and distill lessons to be learned—what went right? What could be improved? How could the training be optimized? Did you enjoy the experience? A careful analysis is necessary before making any decision to expand the number of states included in the program. ☺

The authors are L. Daniel Maxim and Gary Christopher, both Flotilla 66, Central Trenton, New Jersey. Maxim is assistant national commodore for recreational boating and Christopher is division chief, Coast Guard support.

Tom Murphy, Flotilla 53, Depoe Bay, Oregon, performs a vessel safety check on a carved wooden training canoe and discusses life jackets with Doug Barrette, tribal alcohol and drug prevention coordinator of the Confederated Tribes of Coos, Lower Umpqua and Siuslaw. In the center is Christina Hyde, tribal education specialist.



Lawrence C. Cox, Flotilla 53 Depoe Bay, Oregon.

Paddle to Quinault

Depoe Bay supports the northwest tribal canoe journey

Story by the Navigator staff

On July 17, 2013, instructors Larry Cox and Tom Murphy, Flotilla 53, Depoe Bay, Oregon, taught the Auxiliary Paddlesports America course to members of the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians. The tribal members were preparing for “Paddle to Quinault,” the 2013 Tribal Canoe Journey to Point Grenville on the Pacific side of Washington’s Olympic Peninsula. Class participants included youth and staff members involved in tribal cultural education, family services and prevention programs.


The Paddlesports America class served as the core of the participant’s pre-paddle safety training which also included information on equipment, sources of waterway

information, communication, and the maintenance of wooden boats.

After the class, Murphy, who is also a vessel examiner, conducted a safety check of the tribe’s training vessel, a 1,200 pound, 21-foot dugout canoe which was carved by a tribal member.

The first Tribal Canoe Journey, “Paddle to Seattle” coincided with the Washington state centennial in 1989. This year’s event drew about 70 canoes and 12,000 participants from 60 U.S. tribes, Canadian First Nations, and even New Zealand. Starting from tribal villages throughout the Pacific Northwest, canoes such as those originating from Oregon tribes, journeyed more than 300 miles to reach this year’s final Quinault destination at Point Grenville on August 1. Partici-

pants in this six-day event come together by invitation from a different tribe each year to share traditional songs and dance, cultural knowledge and spirituality.

In advocating for paddlesports safety and education, Flotilla 53 has taught the Paddlesports America class eight times, and on four of these occasions the class was held as a training event for District 13 members in Washington, Idaho and Oregon. During the past 18 months the flotilla has conducted 230 paddle craft vessel safety checks and distributed over 500 paddle craft “If Found” stickers. Four vessel examiners provided safety checks for participants in an offshore kayak fishing tournament involving over 80 kayaks. 



At the Flotilla 86 training center in Venice, Florida, instructor Lou Magyar challenges the Boating Skills and Seamanship class to find life jackets that fit correctly.

Judi Bidwick, Flotilla 86, Venice, Florida.

In the Classroom

Boating safety classes for everyone

NEXCOM (the national executive committee) recently approved a new plan for public education intended to improve the effectiveness of both live classroom and Internet courses and e-books. Elements of the plan also include the creation of a professional development program for instructors and a new outreach publication called Waypoints.

Live classroom instruction will include the following courses and changes to those courses:

- ♦ **About Boating Safely.** The Auxiliary's eight-hour course approved by the National Association of

State Boating Law Administrators (NASBLA) will be taught, as is, for the next three years (the length of the NASBLA approval cycle). Then it will be decided whether to reduce the content to only what is needed to comply with NASBLA requirements—about a 16-page reduction.

- ♦ **Navegando America.** The Spanish edition of About Boating Safely is being reviewed by members of the Auxiliary's interpreter corps to ensure the translation is suitable.
- ♦ **Boating Skills and Seamanship (BS&S).** The 14th edition of this course is now approved by NASBLA

for at least the next three years. Corrections and updates will be issued as necessary. A major revision of the supporting slide presentation is targeted for release early in 2014. Some of the content of this course will be used in upcoming electronic courses, as well as short classroom courses.

- ♦ **Sailing Skills and Seamanship.** In content, this NASBLA-approved course for sailors is similar to the BS&S course and will continue. The Auxiliary is seeking a promotions partner within the sailing community.
- ♦ **Paddlesports America.** This four-hour, five-chapter course is for



Judi Bidwick, Flotilla 86, Venice, Florida.

Lawrence Sherwood, Flotilla 12, Bangor, Maine, presents the navigation session of Boating Safety & Seamanship to a class at Bangor High School.

- paddle craft enthusiasts. A search is underway for an organization with whom to partner for a co-branded course, which would have the Auxiliary conducting the classroom portion, and the partnering organization conducting the on-water component.
- ♦ **Weekend Navigator.** This navigation course is being re-written. The present textbook will be used as a reference. A new navigation suite to replace Weekend Navigator and How to Read a Nautical Chart is planned. It will contain some of same material. Delivery is expected in 2014 and 2015.
- ♦ **GPS for Mariners.** Course is upgraded with a new slide presentation

- and remains in the e-library. The current textbook will be replaced with an Auxiliary-produced text when present inventory is depleted.
- ♦ **How to Read a Nautical Chart.** This specialized course was designed as a gateway for more advanced study. At the current sales rate, the present inventory will be exhausted at the end of 2013, which would be an appropriate time to drop the course.
- ♦ **Suddenly in Command.** This short course teaches those who do not normally operate the boat (e.g., spouses or significant others) how to do so in an emergency that incapacitates the operator. A major re-write is available for download on the pub-

lic education website (wow.uscgaux.info/content.php?unit=e-dept).

- ♦ **Personal Watercraft.** This course will be discontinued at year's end 2013. Textbooks will be distributed to flotillas at reduced cost.

Electronic courses

Internet delivery of courses and e-books is soon expected to be 50 percent of total delivery. This technology has appeal for many tech-savvy boaters. Currently, the Auxiliary is negotiating to produce an enhanced e-book and an online short navigation course for introduction early in 2014. ☺

The author, John VanOsdol, Flotilla 21, Augusta, Florida, is deputy director of public education.

Virtual VE

There are two kinds of knowledge: knowing the answer and knowing where to find the answer.

To help vessel examiners (VEs) and recreational boating safety program visitors (PVs) find the answers to unfamiliar questions, Mike Klacik, director of vessel examinations, Flotilla 10-13, Wyckoff, New Jersey, challenged his staff to design an interactive online information repository.

"Although people who grew up with computers are well-versed in searching the Internet for answers to questions," John Yskamp, division chief-technical support, Flotilla 10-13, says, "many of our members are not. The new online information center lets any Auxiliarist who can use email get answers to questions about recreational boating requirements—twenty-four hours a day, seven days a week."

Any boater can use the tabs along the left margin of the V-directorage webpage to schedule a vessel safety check (VSC) by clicking, "I Want a VSC," or to prepare for one by clicking "Virtual Safety Check." However, by logging into the site as a member, the website becomes an Auxiliarist's "job aid."

Once an Auxiliarist logs into "Member Zone," a box with a blue border appears at the top of the web page advising the user that additional links tabs have appeared in the left margin. The "Member-only" version of the left-margin tabs will jump to parts of the site not available to the public, including the knowledge base.

While the standard "Questions & Answers" tab (fourth from top) lets any boater ask the "V" team a boating question, an Auxiliarist who clicks the previously hidden "Job Aid Kits" sees additional menu choices appear in red. For example, the "Member Q & A" tab gives VEs and PVs access to a database of answers to previously posted questions (such as, "Are LEDs approved as navigation lights?"). Once on that page, an



Kerry R. DelCorso (center) and Michael Barouch (left) Flotilla 10-13, Wyckoff, New Jersey, educate an unidentified boater during a vessel safety check at the Round Valley Reservoir, Lebanon, New Jersey.

Michael S. Klacik, Flotilla 10-13, Wyckoff, New Jersey.

additional menu choice appears. Clicking on "Ask Question" opens a new window with a dialog box. "A dialog box is just what the name describes," said Paul Mayer, division chief, V-directorage communications, Flotilla 72, St. Petersburg, Florida. "You can begin a personal email dialog with the answer team."

"For example," Yskamp says, "a vessel examiner recently found himself inspecting his first jet-drive boat. A question about the drive came up that he could not answer. However, he was able to send us his question using his mobile device." Because the examiner logged on as a member, Yskamp saw it immediately and moved it to the top of his queue. "We try to get back to every question as soon as we can," Yskamp continued, "and, in this case, we were able to do so in time for the volunteer to complete his exam and award the boater his decal." Yskamp and his team can't promise an instant turn-around to every question. "We try, but after all," he says, "sometimes we have to look things up, too."

Perhaps the most frequently used tab on the V-directorage site allows a boater to request a VSC. Once the boater properly completes the online form, the system automatically emails that request to five examiners in or near the boater's zip code.

Any of the five can respond and schedule a safety check with the owner, copying the other four who got the notice to avoid duplicate replies.

However, some vessel examiners belong to one flotilla, but spend certain seasons in another part of the country. "If you're a snowbird," Yskamp says, "you can 'opt out' of the VSC notification list while away from your home flotilla, and then reactivate your status when you return."

To "opt out" or "in" from any approved Auxiliary website, click the AUX MEMBERS tab at the top of the page and select "Auxiliary Directory" from the choices. Once logged in, click in the search box, near the top, right-hand side of the webpage and enter your name, member number, email, or phone number. When "Search Results" appear, click your name to open your data file. In your Member Data section, click the "Opt Out" radio button, and the system automatically updates your record.

While the directorage new information center isn't quite ready for a boat owner to say, "Beam me over a vessel examiner, Scotty," they're working to get there. ☺

The author, Stephen Ellerin, Flotilla 82, Longboat Key, Florida, is division chief for recreational boating safety liaison.

Cornerstone Three: Operations & Marine Safety

Randy Moritz (photo) patrols Sarasota/Tampa Bay conducting ATON verifications, safety patrols and active crew training. "We recently participated in the Republican National Convention, the Sarasota Offshore Grand Prix, and the Gasparilla Pirate Invasion of Tampa Bay," he reported. "We also team up with local police and fire to conduct on-the-water flare/smoke demonstrations. Crew member Bill Gerst is certified as a pollution investigator so our patrols also include a scan of local marinas where we stop and speak with the harbor masters. When not on the water Moritz offers his Auxiliary vessel as a static display at school safety days.

Petty Officer 1st Class Crystalynn A Kneen.





CROCODIL

In Santa Monica Bay, Jeff Piolet, team commander, Division 12 helicopter/fixed-wing training team aboard owner/coxswain Ron Miller's Auxiliary vessel stands by during rescue swimmer drills with a Sector San Diego Air Station helicopter. During each hoist mission, the coxswain, helm and deck safety wear handheld radios with headsets for clear communications with the aircraft. The coxswain is the only one who communicates with the aircraft. The other two can hear the communications and what type of specific hoist evolution is going to be done and have the ability to call out if there is an emergency aboard the boat. On board crew are Geli Harris and Mary Elsom, Flotilla 12-7, Marina del Rey; Steve Lee and Piolet, Flotilla 12-4, Los Angeles; and Miller, Flotilla 12-42, Santa Monica Bay.



Steve Lee, Flotilla 12-4, Los Angeles, California.

The AIRSTA Hoist Team

1,000 hoists

To effectively train its rotary wing air crews for rescues at sea, the Coast Guard relies upon Auxiliary surface crews for support. The exercise involves hoisting a rescue basket from a boat to a helicopter and the discharge of static electricity generated during the procedure.

For the past four years, the Division 12 helicopter/fixed-wing training team has tracked the number of individual hoists with which it assisted. On Thursday, July 25, 2013, at 10:15 a.m. a milestone was reached when the team performed its 1,000th individual hoist with an aircraft. The actual 1,000th hoist was the first hoist with Sector San Diego Air Station's aircraft #6041 that morning.

The deck crew for the event was Robin Neuman and Jeff Piolet from Flotilla 12-4 Los Angeles and Moe Macarow, Flotilla 12-7 Marina del Rey. Ron Miller,

Flotilla 12-42 Santa Monica Bay was coxswain and at the helm of his Auxiliary vessel and Gary Olson, Flotilla 12-5 Beach Cities was perched on the flybridge as the overall safety lookout. Geli Harris and Mary Elsom, Flotilla 12-7, shot still photos and video from inside the cabin.

The NAVIGATOR featured the team in its 2012 issue where Piolet talked about the high winds beneath the helicopter, saying, "If it's 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!"

As of September 26, 2013, the team had participated in 1,052 individual hoists and 213 patrol-ordered hoist training missions. During fiscal year 2013, the

team devoted 995 hours during its 44 hoist missions: 853 hoist hours with Air Station Los Angeles and 142 hours with San Diego. These hours ensure the proficiency and qualifications of every aviation crew—pilots, flight mechanics, and rescue swimmers. The team feels great pride when members of an air crew that they've helped train performs an actual rescue.

Air Stations Los Angeles, San Diego and Sacramento depend on the team's assistance to effectively train and qualify every air crew. "It will always be a challenge to replicate real-life mission scenarios, but in Southern California, the training is always as real as the Coast Guard and the Auxiliary can make it," said Piolet. ☸

The author, Julia Dye, Flotilla 41, Northridge, California, is publications officer for District 11-South.

America's Cup

The America's Cup (AC34), on scenic (and windy) San Francisco Bay, collectively includes top-level international sail racing events daily from July 4, 2013, through September 24, 2013. The event involves a series of races to select a challenger to the current holder of the cup, Oracle USA. The Louis Vuitton Cup pitting winged 72-foot catamarans from Italy, New Zealand and Sweden against one another at speeds capable of reaching greater than 40 knots; the Red Bull Youth America's Cup, in which race 42-foot catamarans with youth teams from many countries; and the America's Cup 34 finals in which the Louis Vuitton challenger winner races against Oracle USA. International high-speed sailboat racing takes up approximately half of the days, with reserve and practice on most of the other days.

The America's Cup race management, not the Coast Guard, is responsible for event safety such as the establishment and maintenance of the race area. There is one large race area with coordinates laid out and published by the Coast Guard in Local Notice to Mariners and other publications. The race course for a given race can be moved around inside that larger area, depending on winds, tide, etc. (only one at a time, of course). Deployed are dozens of high-speed chase boats, racing committee boats, course marshal boats, and others whose primary task it is to provide safety and security of the race course and the participants. The Coast Guard and other law enforcement agencies assist in spectator management, in the event of search and rescue, and in helping maintain special local regulations and safety zones such as restricted anchoring or transit areas.

With sequestration and the Coast Guard's limited responsibility for event safety, its on-the-water assets for the extended two-and-one-half months of racing were limited. They included an 87-



An Auxiliary vessel coxswained by Linda Vetter, Flotilla 19, San Francisco Bay, is passed by a boat from the defender of the 34th America's Cup Oracle Team USA while on patrol along the San Francisco waterfront. America's Cup yachts have a hull length of 72.2 feet and a mast height of 131.2 feet and are sailed with a crew of 11.

Rick Pisci, Flotilla 12-91, San Ramon Valley, California.

foot patrol boat, some maritime safety and security team boats, and some from local small boat stations. The buoy tender *Aspen* assisted race management with setting a number of marker buoys.

To extend their coverage, the Coast Guard requested the Auxiliary provide two to four surface assets daily to assist with monitoring and directing spectator boats, helping ensure the smooth flow of maritime commerce, mitigating the

environmental impact, and ensuring the continuation of other operations, such as station training and search and rescue.

The greater San Francisco Bay area Auxiliary responded with over 80 patrols involving a dozen boats, many dozens of crew members, and hundreds of operational hours on the water. All while continuing a full schedule of summertime training assistance to the stations and normal safety patrols. In fact, there were over 160 non-



Rick Pisio, Flotilla 12-91, San Ramon Valley, California.



Linda L. Vetter, Flotilla 19, San Francisco Bay.

An Auxiliary vessel owned by Bob Brown, Flotilla 49, Silicon Valley, and coxswained by Roger Haynes, Flotilla 12-91, San Ramon Valley, patrols the safety zone in San Francisco Bay while America's Cup yachts race.

AC34 Auxiliary surface patrols in Sector San Francisco's area of responsibility during the month of July 2013 alone.

Crews from seven of the ten divisions in District 11-North had Auxiliary vessels helping with the America's Cup. They included those of Sue Fry, Flotilla 17, Bob Brown, Flotilla 49, with Roger Haynes, Flo-

tilla 12-91, and Wally Smith, Flotilla 6-10, coxswains; Nancy Schimmelmenn, Flotilla 12-1; Wil Sumner, Flotilla 55; Dave Naumann, Flotilla 41; Bob Coackley, Flotilla 12-91; Bob Golden, Flotilla 12, Angelo Perata, Flotilla 11-1; Tom Maxson, Flotilla 55; Paul Verveniots, Flotilla 43; Tommy Holtzman, Flotilla 35; and Linda Vetter, Flotilla 19.

Coxswain Roger Haynes, Flotilla 12-91, San Ramon, California, discusses patrol responsibilities with his division leader prior to a 2013 America's Cup semifinal race on San Francisco Bay. The Coast Guard members are from Station San Francisco.

Most days proceeded very smoothly for the patrols, although the race management had its issues with normal competition politics, schedule changes due to weather, and even a number of "one-boat" matches. Crashes during last year's World Cup series and more recently led to safety changes such that now inflatable buoys are used for the race course gates, the course is pre-checked by a Corps of Engineers debris removal boat, and the boats are limited to racing when the winds do not exceed 20-plus knots (even that lets the boats travel almost 50 mph!).

The author, Linda L. Vetter, Flotilla 19, is the Auxiliary patrol area coordinator for San Francisco Bay.

Harborfest

The dragon vs. the inflatable

Coxswain Gaye Blind, Flotilla 31-4, Holland, Michigan, and her crewman Arthur Adcock, Flotilla 33-10, St. Joseph, Michigan, were able to avert a possible collision between racing dragon boats and a disabled pleasure boat while patrolling on June 23, 2013, during Harborfest in South Haven, Michigan. The incident came while Blind and Adcock were maintaining a safety zone to protect both the race participants and the several hundred recreational boaters navigating around the marked race zone.

Now in its twenty-first year, Harborfest annually serves as the unofficial kickoff for the summer season in the Lake Michigan community of South Haven. Described by its sponsors as “a celebration of Southwestern Michigan’s quaint maritime history,” attendance in 2013 during the four day festival was estimated by organizers at 20,000 people.

For the past several years, dragon boat races have been a featured event on the Saturday and Sunday of the festival. Each year, Auxiliary volunteers are called upon to help control boat traffic in South Haven’s Black River channel during the races. Coast Guard Station St. Joseph oversees the event and their 25-foot response boat and crew are also on the water to monitor boat traffic during the dragon boat races.

Blind says she has pulled “picket boat duty” for the dragon boat races for at least the last five years. According to her, the mission of the Auxiliary vessel is to “keep the lane safe for dragon boat paddlers and inbound and outbound vessels who share the divided space.”

Blind and her crewman for the day, Patrick Poziwilko, Flotilla 33-10, St. Joseph, Michigan, patrolled the race course without incident on Saturday during the first day’s competition. She returned for patrol duty on Sunday with Arthur Adcock, Flotilla 33-10, St. Joseph, Michigan, serving as crew. The day went smoothly until midway in one of the final race heats

that would determine first and second place of the competition.

Adcock was at the helm when a small inflatable boat lost engine power and was seen crossing near the area of the channel designated as a safety zone. In describing the situation, Blind said the disabled boat was “quickly drifting into the race lane; the oncoming dragon boats were at fifty feet and quickly approaching the finish line where the inflatable vessel was adrift. There wasn’t much time to avert a collision.”

At a length of almost 30 feet and carrying a crew of 10 paddlers, a dragon boat is similar to a very large canoe. With the crew paddling furiously trying to get to the finish line and no way of stopping in a short distance, a collision between the dragon boat and the much smaller inflatable could have resulted in significant injury to the crew of the inflatable boat and damage to both vessels.

Blind said she and her crewman were able to help move the adrift vessel “out of the lane into an area near the rip rap wall west of the municipal marina. With the race ending safely, we slipped around behind the disabled vessel and took her into a side tow, after which we navigated the busy channel, wind and currents to take the stranded vessel to its berth near the city ramp; all parties unharmed.”

This was not the first year that Blind was involved in rescuing a disabled boat during the dragon boat races. On a previous occasion, a vessel pulling out from a slip on the north side of the channel lost its engine power and was drifting near the line of vessels moored along that side of the channel.



Coxswain Gaye Blind, Flotilla 31-4, Holland, Michigan, and crew Patrick Poziwilko, Flotilla 33-10, St. Joseph, Michigan, patrol the safety zone for the dragon boat race during the 2013 Harborfest in South Haven, Michigan. The mission of the Auxiliary vessel was to keep the boating lane in the Black River channel safe for dragon boat paddlers and inbound and outbound vessels who shared the divided space.

Robert Kent, Flotilla 33-8, Kalamazoo, Michigan.

In comparing that situation to this year’s experience, Blind said, “Once again, we were able to take the vessel in tow, spin her around in the channel and get her back into the slip before she collided with any of a dozen vessels. That maneuver in the middle of the busy channel was much trickier as the boat was twice my vessel’s weight and caught in the wind and current, as inbound and outbound vessels parted around us.”

During the weekend of the 2013 Harborfest, two additional Auxiliary vessels patrolled the South Haven waters of Lake Michigan. Ben Plachta, coxswain, Flotilla 33-1, South Haven, Michigan, had Dan King and Ross McNicholas Flotilla 33-1, as crew on his facility, while Pam Morrison, Flotilla 31-4, Holland, Michigan, served as crew for Randy Morrison, coxswain, Flotilla 31-4, aboard the second facility. 🌀

The author, Robert Kent, Flotilla 33-8, Kalamazoo, Michigan, is public affairs officer for his flotilla and division.



Dave Linder and Bob Meddaugh, Flotilla 44 qualified boat crew members on the 25-foot response boat at Station Sodus Point, New York, and Chief Petty Officer Carey Jung, the officer-in-charge of Station Sodus Point, disconnect a towline from a Wayne County, sheriff's boat during a training exercise in Lake Ontario in the vicinity of Sodus Point, July 26, 2013.

Aux-Operated Boat Stations

Where they are needed the most

Coast Guard stations operated by the Auxiliary are just that – they are stations that can only operate at full capability with the help of volunteers. There are five Auxiliary-operated stations and 42 other small boat stations in the Coast Guard Ninth District, which comprise the entire Great Lakes region. Stations Sackets Harbor and Sodus Point, New York, are two of the five Auxiliary-operated stations and are staffed year-round by only two active-duty Coast Guardsmen. Between Memorial Day and Labor Day, the peak boating season in northern New York, these two units are

often staffed with two additional Coast Guard Reservists. A fully-staffed rescue boat crew has two qualified crew members and a coxswain, so if any two of these four people are not available, the Coast Guard is not capable of responding to a distressed boater without the help of its volunteers from the Coast Guard Auxiliary.

Station Sackets Harbor

Among the Auxiliarists at Station Sackets Harbor, there is one qualified coxswain and three qualified boat crew members assigned to the unit with one 25-foot re-

sponse boat. At Station Sodus Point, there are three qualified crew members and two break-in crew members.

Station Sackets Harbor's area of responsibility sits almost directly between full-time stations at Alexandria Bay and Oswego, New York. Both full-time stations are at least a 45-minute boat ride away from the center of Station Sackets Harbor's area of responsibility.

"We are at the mercy of the availability of our qualified Auxiliary members," said Chief Petty Officer Joshua Martin, officer-in-charge of Station Sackets Harbor. "Even



Bill and Helen Cummings, Flotilla 26, Sylvan Beach, New York, prepare to serve the crew of Station Oswego.

when we have a couple extra bodies during the summer – if one of us gets sick or hurt, we are done without the Auxiliary.”

Station Sodus Point

Station Sodus Point is also an Auxiliary-operated station that lies between stations Oswego and Rochester, New York. In 1971, the Coast Guard budget was slashed and many stations had to be closed including Sodus Point. When there was a boat in trouble, it would take an hour for a Coast Guard boat crew to transit from either Rochester or Oswego to Sodus Point.

“Being an Auxiliary member of Flotilla 44, and living on Sodus Bay, I decided to organize a flotilla,” said Vic Lupo, the first flotilla commander of the Auxiliary-operated Station Sodus Point. “Rochester Flotilla was enthusiastic about the idea and acted as our sponsoring flotilla.” The station has two full-time active-duty members. “I wouldn’t say we are understaffed, but we are definitely minimally staffed,” said Chief Petty Officer Carey Jung, officer-in-charge of Station Sodus Point.

Except for the physical fitness standards, an Auxiliarist has to meet the same requirements as an active-duty member to be a qualified boat crew member and has three months to earn the qualification. “I enjoy participating in the station life and the

active-duty members,” said Dave Linder, an Auxiliarist for 20 years and a current volunteer at Station Sodus Point. “We become friends and care about each other.”

The Auxiliary is more than 3,000 strong in the Great Lakes, experienced in multiple areas of maritime expertise, but they keep the message pretty simple – wear your life jacket. “During my 1,700 hours per year service time, I have learned that nothing is more important than wearing your life jacket,” said Linder.

“In the beginning I just wanted some water time, but I ended up doing something useful,” said Ray Walty, Flotilla 12, an Auxiliarist at Station Sackets Harbor. Being a boat crew member is an added responsibility on top of their other efforts as Auxiliarists.


Station Oswego

Bill and Helen Cummings, of Utica, New York, Auxiliarists with Flotilla 26, Sylvan Beach, have been active members since just after the terrorists’ attacks on 9/11. “We wanted to do something for our country,” said Bill. “The Auxiliary food service position has been a beneficial experience for us, as we have achieved an expertise in something,” said Helen. “You are never too old to learn.”

Station Oswego is one of the stations that benefits from the Auxiliary food service position. There is only one Coast Guard food service specialist assigned to the unit. The Cummings come in during surge operations like Oswego Fest or when the food service specialist takes leave.

“We saw a need, so we stepped in,” said Helen. We cooked a Thanksgiving Day meal for the unit a few years back, and we decided that there is nothing better than seeing the face of a new Coast Guardsman receiving a home-cooked meal for the first time away from home during a holiday.”

Other Auxiliarists serve as communications watchstanders at various stations in the Great Lakes. “I am enjoying my second stint in the Coast Guard, after some 34 years at the University of Rochester,” said John Braund, Rochester Flotilla 42, and a communications watchstander at Station Rochester. “I joined the Auxiliary about 15 years ago, seeing it as the best venue for me to offer support for Coast Guard missions of varying focus.”

An Auxiliary-operated station may not be a perfect solution, but the men and women who staff these stations volunteer their time to keep the Coast Guard active in these remote areas. They are every bit the experts that active-duty Coast Guardsmen are, and sometimes even more so. For their efforts to teach others how to operate a boat safely, rescue a person in distress, examine a boat before it hits the water, or cook and serve a much needed meal, we salute you — the Coast Guard Auxiliary. All volunteers are special, but what sets the Auxiliarists apart from the rest is their love for what they do. They all have a great desire to support the Coast Guard mission. 

The author, Petty Officer 2nd Class Levi Read, is a public affairs specialist with the Coast Guard Ninth District.





Robert Young, Flotilla 12, Bangor, Maine.

Crew of Charles Foote's Auxiliary vessel, Flotilla 15, Penobscot Bay, Maine, toss a rescue line to a pair of state police divers posing as survivors of a plane crash in Penobscot Bay during Responder '12 exercises which tested regional incident command system training in a simulated plane crash.

Responder '12

A full-scale incident command system exercise on Penobscot Bay.

In the freezing temperatures of October 13, 2012, Auxiliarists from Division One in northern Maine supported federal and state agencies in Responder '12, a multi-agency simulation exercise in Penobscot Bay which tested the incident command system (ICS) in response to a passenger aircraft making an emergency water landing with multiple casualties near Lasell Island, east of Camden Harbor. Two Auxiliary vessels, one, coxswained by Charlie Foote, Flotilla 15, Pe-

nobscot Bay, with crew Joan Foote, Kevin Taylor, and Sidney Lindsley, Flotilla 15; and the other coxswained by Tom Sawyer, Flotilla 12, Bangor, with crew Bob Young, and Tom and Alice Lambert, Flotilla 12; Nancy Plunkett and Steve Makrecky, Flotilla 18, Belfast; and Al Eggleston Flotilla 14, Mt. Desert Island.

Auxiliary participation began with a planning meeting of the unified command at the Waldo County emergency management offices in Belfast. There, they



At sunrise on Penobscot Bay, Maine, Nancy Plunkett, Flotilla 18, Belfast, searches for "survivors" of a simulated plane crash during Responder '12, a full-scale incident command system exercise.

worked with county and local responders in addition to the Coast Guard active duty, Maine marine patrol, state police, the Rockport harbormaster, members of the U.S. Forest Service, Red Cross, local Ham radio operators, the Department of Environmental Protection and regional emergency medical services.

At dawn, more than a dozen "victims" of the crash were transported out to their assigned locations to await rescue. Some were located on Lasell Island, two "bodies" were in the water, and another pair were adrift in a life raft. With air temperatures hovering just above freezing and ocean temperatures averaging 50-degrees throughout Penobscot Bay, all Auxiliarists wore float suits as they set out to join the Coast Guard's 47-footer, and others.

Sawyer's crew was initially tasked as safety vessel supporting a pair of state police divers who were bobbing about the bay awaiting "rescue" by Foote's crew. Ultimately, they served more as a free safety boat helping out smaller vessels when needed. Rescuers arrived from multiple locations and took the "victims" to shore for triage and transport out of Rockland Harbor to regional trauma centers.

Responder '12 was a full-scale exercise which put the Auxiliarists' ICS training into practice. The teams maintained communications with Coast Guard Station Rockland via cell phone and precautions



were taken with VHF to assure the boating public the event was simply an exercise and not a real emergency. Seven hours after departure the Auxiliary crews returned to their homeports a bit chilled, but excited to have played their roles well and practiced ICS training in an important exercise. 🌀

The author, W. Tom Sawyer, Jr., Flotilla 12 Bangor, Maine, is division commander and public affairs officer.



Al Eggleston, Flotilla 14, Maine and Steve Makrecky, Flotilla 18, Belfast, Maine, along with active duty members aboard a Coast Guard 47-footer, maintain a watch for "survivors" of a simulated plane crash on Penobscot Bay, Maine.

At sunrise on a chilly October morning, Auxiliarists from Division One, First Northern, prepare to depart the dock aboard Tom Sawyer's Auxiliary vessel. The event was a simulated plane crash on Penobscot Bay, Maine, a full-scale incident command system exercise.

Tall Ships Celebration

July 11, 2013, dawned sunny and bright in Bay City, Michigan, for the Tall Ships Celebration Parade of Sail. Planning for the event started months earlier, with the prevention staff at Sector Detroit taking the lead. An incident command post was set up at a waterfront hotel adjacent to the tall ship moorings. On the morning of the 11th there was a final meeting at Station Saginaw River. The boat crews were briefed as to communications and escort plans.

Twelve tall ships congregated six miles offshore on Saginaw Bay, where they were met with escort vessels representing Coast Guard Station Saginaw River, Coast Guard Station Harbor Beach, state police, Department of Natural Resources, Bay County marine patrol, and of course, the Auxiliary. Offshore, hundreds of recreational vessels made up the spectator fleet.

The tall ships included the *Denis Sullivan*, *Niagara*, *Lynx*, *Madeline*, *Pathfinder*, *Peacemaker*, *Playfair*, *Pride of Baltimore II*, *Sorlandet*, *Unicorn* and the *Appledore IV*. Four flights of three ships each were to enter the harbor under escort.

The shipping channel was closed for the transit from Saginaw Bay to downtown Bay City. Numerous notices to mariners were broadcast detailing the closure, but, of course, not everyone got the word. As spectator boats jockeyed for positions up close for a better view, maintaining a safety zone around each tall ship became a real challenge.

Overall, things went well. But, when a traffic accident occurred on a drawbridge preventing it from opening for one of the flights, incident command and the patrol commander immediately called for everyone to throttle back to bare steerage-way. Eventually, police, emergency medical services, and a towing company cleared the bridge and the flight passed safely through.



Bill Church's 44-foot motor life boat escorts a tall ship off Saginaw Bay.

Jonathan Ahlbrand, Flotilla 22-6, Lansing, Michigan.

Once downtown the tall ships moored on both sides of the Saginaw River where they stayed for three days of public tours, concerts and other events. Safety zones were maintained around the ships for 12 hours each day. Five Auxiliary vessels and two Auxiliary personal watercraft patrolled the area to make sure everyone stayed safe and enjoyed viewing the spectacular ships.

Commodore Jerri Smith, Flotilla 24-5, division commander and operations staff officer, led Auxiliary planning. Boats from Flotilla 24-1, Bay City, included Bill Church's 44-foot motor life boat and David

Stoke's 26-foot surf boat. Auxiliarists from not only the Ninth District-Central, but others as well crewed on Church's vessel. Boats provided by COMO Smith, Ted Billy and COMO Mark Simoni represented Flotilla 24-5, Saginaw, Michigan. The personal watercraft were operated by Don and Nancy Pryjmak of Flotilla 20-9, Harrison Township, Michigan. ⚓

The author, COMO Mark Simoni, Flotilla 24-5, Saginaw, Michigan, is vice national commodore.



Observer's view of San Francisco skyline from the cockpit, patrolling the San Francisco shoreline, August 10, 2013.

Debra Kerr, Flotilla 12-5, Fremont, California.

Above It All

Auxiliary Aviation

By the Navigator Staff

When Debra and Doug Kerr joined Flotilla 12-5 in Fremont, California, with Dr. Carol Simpson in November 2002, Doug held Federal Aviation Administration (FAA) private pilot ratings for fixed-wing aircraft and helicopters. Simpson, a commercial pilot for helicopters and private pilot for fixed-wing land and sea aircraft, was his partner in a 1955 Bell-47 G2 helicopter. Today, the three members patrol an area known to Auxiliary aviation (AUXAIR) as Delta sector that extends roughly from the upper half of San Francisco Bay to Sacramento to Stockton. It includes the California Delta, very popular for recreational boaters and

fishermen, containing about 1,000 miles of waterways large and small including two major shipping routes, the Sacramento Deepwater Channel and the Stockton Deepwater Channel. Over two-thirds of District 11-North's search and rescue hours are spent working cases in the San Francisco Bay and California Delta.

Doug Kerr related, "Shortly after I joined the Auxiliary, I began training to be an (AUXAIR) pilot, and received my First Pilot qualification in June, 2003. Carol, also an Auxiliary First Pilot, and I equipped the helicopter to be an (AUXAIR) facility and began flying patrols in late 2003. In the meantime, Deb earned her observer

rating in February 2003, and in April 2012, received her air crew wings."

Search and Rescue

The aircraft is an important asset of the Coast Guard and the Auxiliary aviation program. Kerr explained their aircraft "has very good forward, side and downward visibility," making it an excellent observation platform for patrolling. "Deb and I have assisted boaters in trouble several times in the Delta," he said, "but our most memorable assist was helping to save the life of a woman who became separated from her sailboat after it capsized in San Francisco Bay in September 2011. After we landed and talked to Sector



Doug Kerr, Flotilla 12-5, Fremont, California, lands his 1955 Bell Model 47 helicopter at the 2013 San Ramon Art Wind Festival where it was on public display as an Auxiliary aircraft.

the realization that we had assisted in what was likely a life-saving event was overwhelming." The Kerrs received the Auxiliary Achievement Award for this mission.

On June 4, 2007, Simpson, as pilot, and Randy Parent, (district flight safety officer, Flotilla 12-91, San Ramon, California) as observer, found a crew of four stranded boaters on Kimball Island, who had spent the night on the island after their boat took on water. They were unable to visually hail any passing boats, but Parent and Simpson found them the next morning, exhausted, and called in Sector San Francisco for the rescue. "The rescue was an outstanding example of teamwork among AUXAIR, Station Rio Vista, Air Station San Francisco, and Sector," said Simpson. Parent and Simpson received the Award of Operational Merit for this mission.

Public Affairs

The local flotillas also benefit from the AUXAIR helicopter. "Deb and I have flown into the San Ramon Art and Wind Festival for the past three years on Memorial Day weekend," said Kerr. "We do this at the request of the San Ramon flotilla, which runs a public affairs booth at the festival each year. We attract a good crowd of people filled with questions about the helicopter and how we use it in the Auxiliary. We have a great time answering questions and are proud to represent the Auxiliary and the Coast Guard at this event."

Simpson has, for the past eight years, honored veterans by flying the helo into the Lone Tree Cemetery for Memorial Day. "The Bell-47, military designation OH-13, demonstrated helicopters' utility to the Army by transporting the wounded in the Korean War, saving many lives by shortening the transport time to medical help," she said.

Safety

Simpson, her late husband Dr. Douglas Williams, and Kerr purchased the helicopter in 1991. According to Kerr, the first owner of their helicopter was the County of Los Angeles Sheriff's Department. "The Bell 47 was the first helicopter certified for civilian use," said Kerr. "We chose the Bell 47 over newer aircraft due to its long history of reliable service, its historical value and the fact that it was a very forgiving ship to fly."

Kerr explained some of the special safety concerns for helicopter pilots. "Helicopters can land almost anywhere there is a clear, level area. However, in the event of an engine failure, the gliding distance from patrol altitude is short, and the pilot must be prepared to handle whatever terrain is immediately at hand. As part of the safety briefing prior to flight, we instruct crew members on emergency procedures, as well as normal air and ground operations. AUXAIR also requires that crew members wear flight helmets any time the rotors are turning."


Auxiliary Aviation

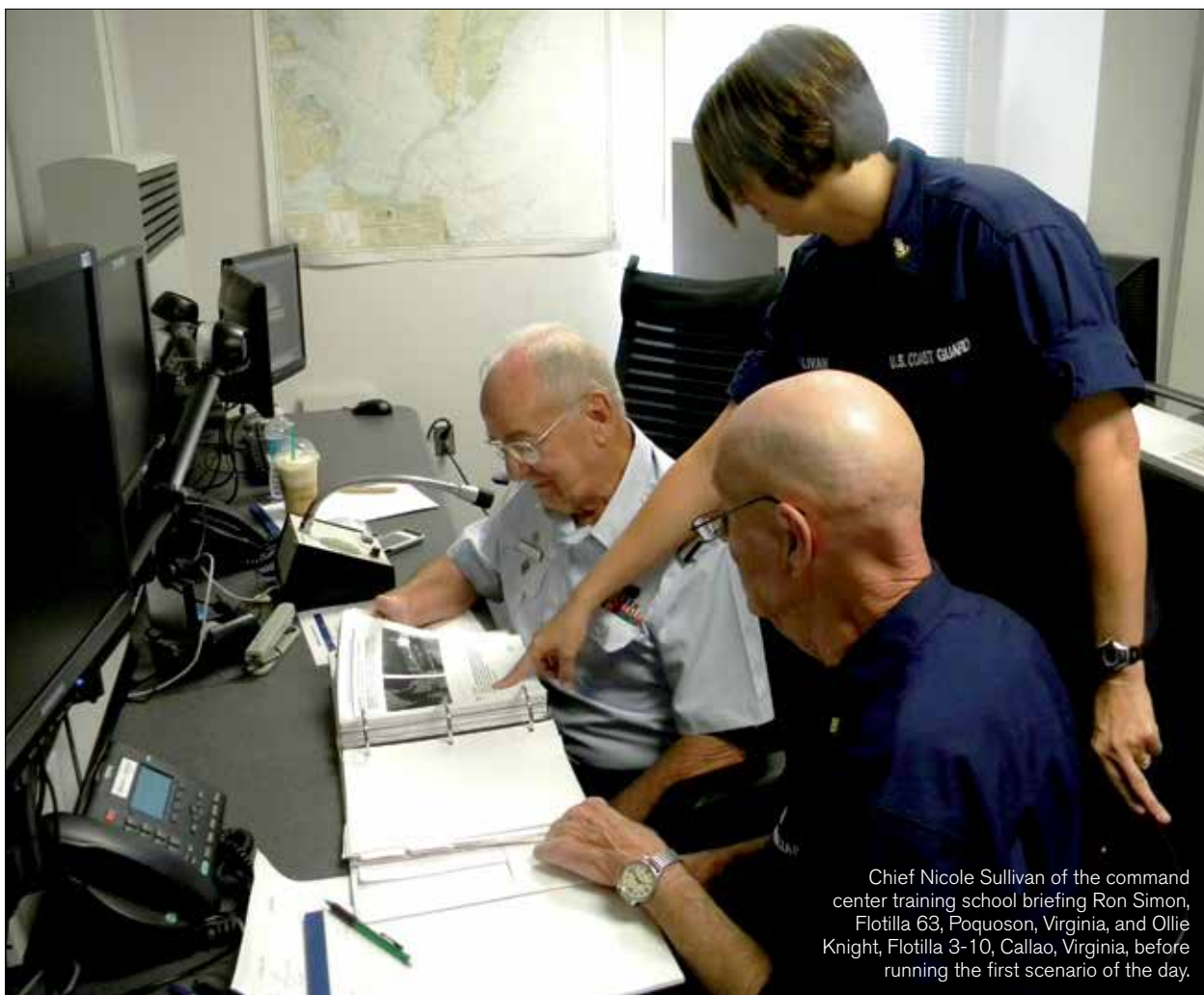
In 2004, Kerr became the squadron operations officer, which means that he handles all the requests for flights from within and outside of the Auxiliary, and puts together the weekly AUXAIR flight schedule for District 11-North. He supports the various order management systems, assembles an annual budget for the district's Auxiliary flight activities, and monitors the spending throughout the year.

"District 11-North has a very active air program," said Kerr, "consisting of approximately 13 pilots, 25 observers and trainees and 10 aircraft ranging from Piper Cubs and Cessnas to a Piper Cheyenne twin-turboprop. Air Station San Francisco is the squadron's order issuing authority, and members fly approximately 110 missions per year. The district's air squadron handles many different types of missions including VIP transport, specific photographic requests from the Coast Guard (e.g. damage to ports and navigational aids in the wake of the Japan tsunami), observation flights for NOAA personnel, logistics missions for the Coast Guard, location and photography of derelict vessels, along with the fundamental maritime observation missions."

Bios

Kerr's career was in software engineering in Silicon Valley. He received his FAA private pilot rating in 1975 and in 1993 completed his initial training which earned him a helicopter rating. In 2006 and 2007 he trained to be a commercial pilot and received a commercial helicopter rating in April 2007. He retired professionally in 2009 which "gives me much more time for the Auxiliary," he added.

Simpson and husband Williams founded their own aviation human factors research and development (R&D) firm in 1976 and conducted R&D on pilot-vehicle interface design for airline fixed-wing and military helicopters over a period of 36 years. She has flown fixed-wing since 1971, helicopters since 1990, and still consults and conducts test and evaluation for new cockpit technology. 



Chief Nicole Sullivan of the command center training school briefing Ron Simon, Flotilla 63, Poquoson, Virginia, and Ollie Knight, Flotilla 3-10, Callao, Virginia, before running the first scenario of the day.

Brian McArdle, Flotilla 33, Kilmarnock, Virginia

Playing the Part

Helping Coast Guard members become watchstanders

Watchstanders at Coast Guard command centers in the U.S. Puerto Rico and Guam stand a 24-hour guard on VHF radio channel 16 taking emergency calls by phone and marine radio from boaters, both recreational and commercial. These calls for assistance are for problems such as taking on water, pollution, missing boaters or any other number of problems boaters encounter on a daily basis. They are directly responsible for all search and rescue cases in their area of responsibility.

Watchstanders develop their skills at the Coast Guard command center train-

ing school in Yorktown, Virginia. Sixteen Coast Guard members attend each three week class. The first week is classroom instruction in which they learn the relevant law and the regulations and policies related to command center missions. Afterwards, the students break into four teams and for two weeks put their instruction into practical use in increasingly-complicated scenarios based on real situations and in real time.

Assisting in their training are 22 Fifth Southern Auxiliarists who play the role of people who become involved in the

simulated emergency as it unfolds and is resolved. Located in a separate room an Auxiliarist will use the phone or radio to call the simulated command center and initiate a problem based upon a script. The problem might be a whale strike, explosive devices found, a suspicious package under a bridge, a fight on charter boat, a boat collision, a tug sinking, terrorist activity, or even a beached whale. The problems are endless. Auxiliarists play the roles of recreational or commercial mariners, law enforcement, and Coast Guard and other emergency responders depending on the scenario,



"Coast Guard! Coast Guard! This is the *Reel Lucky*, we just had a PWC crash into us and we are taking on water," radioed Gary Palsgrove, Flotilla 3-10, Callao, Virginia. "We are five miles offshore and need help fast."

get intense. One minute I could be the pilot of a rescue helicopter hoisting an injured person, then the coxswain of a 25-foot Coast Guard response boat in pursuit of suspected drug dealers, and the next minute I'm calling in as Marine Police One setting up a security zone at the port."

"Its not often that we get a chance to work alongside Auxiliarist from other flotillas and divisions, said Robin Wells, Flotilla 62, Deltaville, Virginia. "In addition to assisting in Coast Guard training, we share a lot of ideas around the lunch table."

The command center school began in 2009 and over 500 students have successfully completed the Watchstander course. Standardization is a key ingredient of the course. Although most of the students have some experience at a sector command center, it is important to have everyone working emergency cases the same way. Using the right forms and checklists insures that cases get resolved in the best and quickest methods.

Auxiliarists who serve at the school are: Fred Angelo, Jim Ball, Jim Clark, Carl Pearson, and Fred Siegel, Flotilla 67, Williamsburg, Virginia; Ian Duncan, Walter Jachimski, Brian McArdle, Howard Montgomery, and Frans Kasteel, Flotilla 33, Kilmarnock, Virginia; Oliver Knight, Gary Palsgrove and Fred Woodward, Flotilla 3-10, Callao, Virginia; Gaylord Lockett, Gregory Reese, Ernie Ruf, Ralph Simmons and Ron Simon Flotilla 63, Poquoson, Virginia; Robin Wells and Bill Gieg Flotilla 62, Deltaville, Virginia; Michelle Thornton Flotilla 59, Smithfield, Virginia; and George Wasenius, Flotilla 57, Lynnhaven, Virginia.

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



Wally Jachimski (foreground), Flotilla 33, Kilmarnock, Virginia, on radio call with role playing partner MST1 Chris Champeau.

while the trainees must show proficiency in the positions of command duty officer, operations unit, situation unit, and communications unit.

As the trainees get more experienced, multiple scenarios are run at the same time. "On the days we run three scenarios at the

same time both in the morning and again in the afternoon, by the end of the day I am exhausted," said Ian Duncan, Flotilla 33, Kilmarnock, Virginia. "There is a lot of ad-libbing; depending on the way the scenario develops. Keeping track of three different scenarios and the roles you are playing can



Tools the team uses in their ATON survey are a sextant, binoculars a laptop with charts, a spreadsheet of the ATONs with their coordinates and a navigation calculator; a GPS and a range finder.

Dimitris Savalas, Flotilla 41, Beverly, Massachusetts.

Not So Meagher Results

Story by the Navigator Staff

Kevin Meagher's sextant had been sitting in the corner collecting dust for over 20 years when he accepted the position of staff officer, navigation systems, for Flotilla 41, Beverly, Massachusetts. As a new member of the Auxiliary, he had only a rough idea what the aids to navigation (ATON) volunteer was supposed to do. However, as a former merchant marine tanker captain, he liked the idea of serving the Coast Guard whose lights, buoys, daymarks, bells, whistles and other aids kept him from running into things year after year.

"My local Auxiliary leadership laid out the geographic scope of our division survey area which includes the well-known harbors of Salem, Gloucester and Marblehead," said Meagher. "Using the coordinates of each ATON and its characteristics, found in USCG Volume 1, Light List, (<http://www.navcen.uscg.gov/pdf/light-Lists/LightList%20V1.pdf>), I created a 'pilotage' spreadsheet listing each ATON, its coordinates and a shore location at which it could be observed."

Meagher learned there are 263 ATONs in the division's area of responsi-

bility. Sixty-two are lit and 219 are floating. Some are fixed daymarks, some are private (PATON), many are seasonal. "With only a few exceptions, all are visible from shore," he said. "A navigation chart of the area offered possible locations where I could stand and look for the ATON. I grabbed a handheld GPS, dusted off my sextant and decided my route by car."

Meagher suggests that calculating the position of a buoy from a distance is a simple matter and well within the capability of any Auxiliarist qualified in basic navigation. "Arriving at a location," he said,

Dimitris Savalas, Flotilla 41, Beverly, Massachusetts.



The First Northern Division Four ATON/Waterways survey team working Gloucester Harbor, Gloucester, Massachusetts, in April 2013. Left to right are Ken Wilson, Flotilla 41, Beverly, waterways scanning; John Keyes, Flotilla 46, Cape Ann, taking the horizontal angles with a sextant; Mike Bergmann, Flotilla 46, entering the data; Kevin Meagher, Flotilla 41, with the laser range finder.

“my GPS identifies my coordinates. The coordinates of each ATON on the Light List are on my spreadsheet. A sextant (\$100 plastic is sufficient) provides true bearings and a laser range finder (mine is a golf gadget) provides distance. I plug my observation data into a navigation calculator such as <http://www.csgnetwork.com/gpsdistcalc.html>, or <http://williams.best.vwh.net/gccalc.htm> (free on the Internet) which triangulates the readings and produces a set of coordinates for the ATON based on my readings. I then compare the coordinates given by my readings and the software to the coordinates given by the Light List. If a discrepancy is noted, I can recheck it on the spot for errors.”

What about accuracy? “The Coast Guard deals with position data at a level of degrees, minutes, and seconds carried out to three decimal places,” he explained. “If

the buoy is on station, the numbers will be close, allowing for a swing circle. It won’t be exact, but close. Our job is to identify discrepancies and provide sufficient reason for the Coast Guard to investigate what we find. Typical discrepancies are lights that are out, flashing improperly or have some other improper characteristic; dayboards that have fallen off their daymarks; buoy numbers that are no longer legible and a host of other issues. Occasionally, a buoy is off station due to ice, storms or heavy vessel traffic.”

Meagher says his nighttime survey on the Massachusetts coastline requires 96 auto miles, 12 stops and six hours to verify the light characteristics of all ATONs. “My pilotage spreadsheet provides the checkoff list,” he said. “Our division team does it in two hours.”

Are there other benefits from performing survey missions like this?

“Definitely,” he said. “I am visible when on these missions, mixing with people at all times who are interested in what I’m doing, and I’m happy to talk to them, often pitching people to join us. A Korean War veteran was practicing ‘See Something, Say Something’ when he approached me. We had coffee in his house and he offered me a parking spot there. Local police stop me often, as well they should. Once, I was shown an excellent waterfront access point that I would never have found on my own.”

In 2012, Meagher completed 18 missions, involving over 600 ATONs. Thirteen he reported on Form 7030 and the others were follow up missions or scouting trips to find better places from which to work. There were only 21 discrepancies to report to the Coast Guard. 📍



Mort Mullins, (left) Flotilla 54, Cincinnati, Ohio, and Dennis Mullins, Flotilla 21-5, Chesapeake City, Maryland, patrol the Ohio River near Cincinnati in search of boat ramps to be included in a site survey.

Ruth Tudor, Four Cinn Flotilla 54, Cincinnati, Ohio.

Focused Lens

If you attended the Eighth District-Eastern and Western Rivers training conferences in Louisville or Denver this past winter you might have sat in on the presentation by representatives of the Eighth District U.S. Coast Guard who outlined the objectives of a new operational mission called Focused Lens (FL) and the Auxiliary's role in surveying the boat ramps in the Eighth District.

Focused Lens is an information-gathering program designed to better inform and enhance the effectiveness of the Coast Guard's ports, waterways and coastal security mission. It provides sector command-

ers with information regarding small boat marinas and boat ramps within their areas of responsibility, sites that might be used to launch a waterborne attack. The information is designed to improve risk-informed decision making and focusing of resources to improve security at these locations.

Background

Focused Lens was initiated in 2008 by Coast Guard District 11 (California) and is now expanding on a non-mandated basis. Conducting marina and launch ramp surveys and promoting Americas Waterway Watch (AWW) are just two areas

where the Auxiliary will be used. FL will rely heavily upon Auxiliarists to facilitate the program. "Auxiliary members with local knowledge and frequent access to surveyed sites are critical to the program's success," said Lieutenant Daniel McMahon, Eighth District coordinator, who presented the program in Louisville and Denver.

Three Phases of Focused Lens

Phase 1: Auxiliary, active duty and Reservists help sectors identify and collect data on marinas and boat ramps using a survey form on which specific information about the sites is entered. Flotillas throughout

Glenda Berg, used with permission.



Barry Berg, Flotilla 11-2, Twin Cities South, St. Paul, Minnesota, enters Focused Lens survey information into the program's database for evaluation and scoring.

Judy Darby, Flotilla 42, Covington, Louisiana.



At the double boat ramp, fishing pier and sheds at the end of Lake Road in Madisonville, Louisiana, Lt. Daniel McMahon instructs surveyors Donald Perio and Tim Wright, Flotilla 42, Covington, Louisiana, how to describe a site for Focused Lens and what features to look for as they fill out a survey form. The ramps, on the Tchefuncte River where it empties into Lake Pontchartrain, are a popular launch for fishermen, hunters and recreational boaters although there are no commercial services available.

the Eighth District are currently in this phase with several units using ramp and marina locations provided by sector port security specialists.

Phase 2: Survey forms are sent to a designated data entry specialist at the sec-

tor level who scores the sites and creates a report for the sector based upon the probability of a particular site becoming a launch site.

Phase 3: Sector conducts optional activities at select marinas and ramps. Com-

manders can use the reports to prioritize the use of resources such as the Auxiliary for further activities such as America's Waterway Watch visits, vessel safety checks and boating safety or training patrols. Active duty participation may include patrols, boardings and local law enforcement presence at high priority boat ramps.

Boat Ramp Surveys

The Focused Lens survey form was created by Auxiliary representatives and further customized for Western Rivers members. Auxiliary survey-taking falls within Auxiliary policy/legal parameters and is an information gathering function that serves in direct support of Coast Guard efforts. However, it is NOT intelligence collection, surveillance, a security function or law enforcement activity. No photos, videos or interviews are taken. Information collected on the form includes:

- ♦ Latitude and longitude of site, street address and body of water, mile marker;
- ♦ Description – presence of lodging, a restaurant or boat ramp;
- ♦ Isolation – remoteness, infrequent use or obscured from public eye;
- ♦ Services – boat rental, transient slips or seaboards;
- ♦ Security features – fences with locked gates, cameras, flood lights, America's Waterway Watch, etc.

Auxiliary Coordinator

Auxiliary coordinators for Eighth Coastal are Barry Fox, Flotilla 38, Gautier, Mississippi (Sector Mobile); Richard McConnell, Flotilla 49, New Orleans (Sector New Orleans); Jonathan Leason, Flotilla 62, Houston (Sector Houston Galveston); and Lou Manganiello, Flotilla 74, San Antonio (Sector Corpus Christi).

For the Eighth Western Rivers, Neil McMillin, Twin Cities South Flotilla 11-2, St. Paul, Minnesota, spearheads the efforts.

The coordinator for Eighth Eastern is Mort Mullins, Four Cinn Flotilla 54, Cincinnati, Ohio. "We have completed just under a thousand surveys," he said, "and I believe we're about 95 percent complete. Dozens of boat crews worked Focused

Lens in with their normal missions. The operation gave us an opportunity to do what we signed up for—deliver on a request from the Gold Side.”

The job of Auxiliary coordinators is:

- ♦ To coordinate with district and/or the sector Focused Lens coordinator;
- ♦ To provide a handbook and FL survey requirements to local Auxiliary teams;
- ♦ To delegate and distribute boat ramp and marina data to Auxiliary team members;
- ♦ To seek and train Auxiliarists to conduct surveys and enter the data into the input module;
- ♦ To conduct surveys coincidental with routine activity such as maritime patrols, vessel safety checks program visits and AWW checks, and provide feedback to sector in a monthly report on program status.

Where We Are

Since FL's initial implementation in May 2013, the Auxiliary team in the Eighth District has completed almost 2,000 boat ramp surveys in 11 states. Nearly 100 members joined in the Focused Lens initiative, including Donald Garvey, Twin Cities Metro North Flotilla 11-8, Brooklyn Center, Minnesota, who is also qualified as crew on the Coast Guard's 25-foot response boat and was able to conduct many surveys while underway with his active duty shipmates.

“The collaborative efforts of the Eighth District Focused Lens Implementation Team has been truly awesome,” said McMahon of his experience working with the Auxiliary. “These volunteer shipmates embody the very spirit of devotion and selfless service. Words don't do justice to the honor it has been to engage in a new mission with them.”

The author, Neil McMillin, Flotilla 11-2, St. Paul, Minnesota, is Eighth Western Rivers coordinator for Focused Lens.



Duke Stevens, Flotilla 7-11 commander, discusses Operation Focused Lens with Seaman Emma Wyrick (L) and MK3 Zach Norman of Coast Guard Station Port Aransas.

Lee Harrison, Flotilla 7-11, Flour Bluff, Texas.

Sigurd Murphy, Flotilla 79, Rockport, Texas, assistant national commodore, FORCECOM (force readiness command)

Coastal Texas - The tragic 9/11 terrorist attacks moved the nation's oldest continuous seagoing service, the Coast Guard, into new anti-terrorist missions. Based on lessons learned from the attack on the U.S.S. Cole in Yemen's port of Aden, a terrorist act could originate from our nation's harbors and marinas by the launch of small boats loaded with explosives targeting vessels such as military ships, cruise ships and tankers.

This realistic concern has led to the development of a new Coast Guard program—Focused Lens, which is now

being implemented throughout the Eighth District. The essence of the program is interrupting the planning cycle of terrorists by preventing them from using small vessels launched from our coastlines or waterways for attacks.

The Auxiliary's mission of assisting sectors with the implementation of Focused Lens is being achieved by trained members who document marinas and boat ramps. Because Auxiliary members live and work in an area, they have superior knowledge of local marinas, boat ramps and waterways that is indispensable to this mission.



Uninspected passenger vessel examiner, Thomas Phil Hampton, Flotilla 68, Dana Point, California, goes over some of the Coast Guard-required equipment for a "vessel for hire." Items include fire extinguisher, life jackets, throwable life ring and verification that the electrical panel is operational with the wiring in good order.

Norma E. Lucco, Flotilla 68, Dana Point, California.

Six-pack Examiners

An uninspected passenger vessel (UPV) is a machine-powered vessel less than 100-tons whose owner/operator, commonly called a "six-pack operator," is credentialed by the Coast Guard to carry six or fewer paying passengers with at least one person for hire. The typical operator of a UPV is a charter fishing boat guide or tour operator using a state-registered boat who is licensed to run his boat for hire not more than 100 miles offshore, in the Great Lakes and the inland waterways of the U.S. Unlike larger commercial vessels which are inspected by the Coast Guard, UPV operators offer their vessels to qualified Auxiliary examin-

ers for no-fault, no-penalty exams just like the free recreational vessel checks performed by Auxiliarists at dockside. In the case of a UPV, there are more requirements for equipment, crew, registration and licensing because it is a vessel for hire and the penalty for non-compliance if boarded by the Coast Guard carries a criminal charge. Vessels passing the UPV exam are issued a safety decal for one year.

The Auxiliary-supported UPV examination program, with rules established by the Coast Guard and found in the U.S. Code of Federal Regulations (CFR) Title 33 (Navigation and Navigable Waters)

and Title 46 (Shipping), falls within the Prevention Directorate vessel activities division. Personal qualification standards are developed in conjunction with program managers at Coast Guard headquarters and TRACEN Yorktown. Marine safety qualifications are based on the needs of the individual sector.


Currently, there are 243 qualified uninspected passenger vessel examiners in the Auxiliary, all of whom have undergone rigorous training acquiring knowledge of CFR rules. These rules change from time to time and it is incumbent upon examiners that they be able to look up and



interpret the rules as they are updated and published by the Coast Guard. Training may take 10 to 15 months to complete. Each prospective examiner must also pass a Coast Guard oral board before a Letter of Designation is issued.

In 2007 Sector Los Angeles/Long Beach (LA/LB) began UPV qualification training of Auxiliarists, and today there are ten active, qualified examiners from Flotillas 5-13 (Angels Gate), 66 (North Orange Country), 68 (Dana Point), 71 (Santa Barbara), 72 (Channel Islands Harbor), and 77 (Ventura), with two members in training from 68 and 77.

In 2012 over 850 UPV examinations were conducted across the nation. Approximately 25 percent of those examinations were accomplished by District 11-South Auxiliarists working with Sector LA/LB. They conduct outreach visits and voluntary UPV safety examinations on approximately 120 known UPV operators and 220 known UPVs (many owner/operators have several vessels in their fleet). These totals show minor changes almost weekly as some operators and vessels cease UPV operations and new operators and vessels commence operations.

Through mid-2013 the District 11-South UPV team has had outreach discussions with over 80 percent of the known UPV operators with more than 70 percent of the total numbers of known UPVs displaying safety decals signifying passage of a current UPV safety exam. 

The author, Norma Lococo, Flotilla 68, Dana Point, California, is Pacific branch chief for vessel activities.



Members of North Orange County California, Flotilla 66, went to Howland's Landing on Catalina Island to give VSC examinations to sailboats and a UPV examination to a rigid inflatable owned by Catalina Island Camps. The sailboats are used by students and rented out for recreational use. The inflatable is used by the Camp to ferry people from boat to shore and to other locations on Catalina. From left to right are Frank Boise, Terry Rouch, Don Flynn, and Jim Scherler completing VSCs on the sailboats. Ramon and Anne Evans completed the UPV on the inflatable. Flotilla 66 has three qualified UPV examiners and completed 112 of the 855 UPV examinations completed nationally in 2012.

Valli Compton, North Orange County Flotilla 66, California.

Skills Bank

The skills bank is a database of Auxiliarists who possess specific skill sets, including professional expertise and life skills not otherwise captured in AUXDATA. It was released to all districts in May 2013. As a resource used in contingency planning by the Coast Guard and Auxiliary, it would have been helpful in incidents such as the 2010 Deepwater Horizon oil spill that brought about the need for members with specific professional skills and resources to be deployed to the Gulf Coast for extended periods of service.

Skills bank is also a useful tool in non-emergency situations. Does a unit, whether active duty or Auxiliary, need a programmer, a carpenter or electrician for a Coast Guard project? Search the skills bank. Chances are there is a shipmate close by who can help. Skills bank can be accessed by anyone with a Coast Guard ID or Auxiliary member number.

In practice, skills bank is a five-step process:

1. Members edit their AuxDirectory listing by adding their skills and occupational information using the online 7028 form.
2. When the need arises to identify Auxiliarists for a special assignment, the skills bank is queried to identify those specific Auxiliarists with the skills needed.
3. The list of Auxiliarists identified as having the particular skills needed is vetted by the district commodore and director of the Auxiliary (DIRAUX).
4. Candidates are contacted, interviewed and offered the opportunity to accept the assignment.
5. The order issuing authority (OIA) is the final authority as to selection and assignment of any member to the contemplated duty.

The district commodore and director of the Auxiliary ensure that the selection



Skills bank can help locate members with media expertise, animal rescue experience or a hazardous waste cleanup professional.

process fully complies with the commandant's equal opportunity policy statement, and/or the commandant's anti-discrimination and anti-harassment policy statement (see COMDTINST M16790.1G AUXMAN, Chapter 7, pages 7-10). Candidates should be evaluated based upon the concepts of suitability, availability and compatibility.

The requirements are:

1. Suitability for assignment – Does the candidate possess the necessary education, training, expertise and security clearance requirements? Is the candidate's health and physical ability sufficient to perform the task?
2. Availability for assignment – Can the candidate accept the duration of the assignment, hardships or other likely demands, related to distance, lodging and transportation?
3. Compatibility for assignment – how well will the candidate fit into the team or operating environment?



The Auxiliary is a multi-mission organization, served by a multi-talented membership. Skills bank makes it response ready by putting the right people in the right place at the right time with the right equipment. ⚙️

The author, John Ellis, Flotilla 4-10, Louisville, Indiana, is deputy director management and preparedness.

Petty Officer 3rd Class Patrick Kelley.

Ralph Bathelt, Flotilla 1-1, Massena, New York.



Raul Fernandez-Calienes, Flotilla 63, Coconut Grove, Florida, conducting domestic violence awareness training.

Brian McArdle, Flotilla 33, Kilmarnock, Virginia.

Tradewinds 2013

St. Lucia, Caribbean

Assisting the U.S. military in the Tradewinds 2013 training exercise held in St. Lucia for 15 days in May were José Caban, Flotilla 1-10, San Juan, Puerto Rico; Julian Corrales, Flotilla 67, Coral Gables, Florida; Raul Fernandez-Calienes, Flotilla 63, Coconut Grove, Florida; and Brian McArdle, Flotilla 33, Kilmarnock, Virginia.

Tradewinds, in its 29th year, is a U.S. Southern Command-sponsored annual exercise designed to improve responses to regional security threats in the Caribbean Basin. The security cooperation exercise focused on peace keeping operations, cooperation among Caribbean nations and counter illicit-trafficking operations through law enforcement and basic maritime operations. More than 200 participants from the United States and 14 partner nations from the Caribbean took part. In addition, cutters from the Dominican Republic, Trinidad and Tobago and the United States participated in the exercises.

Caban, Corrales and Fernandez-Calienes served as Spanish interpreters in classroom and hands-on training. They provided simultaneous translation which assisted in all participants receiving the same lessons and instructions in real time. Fernandez-Calienes was also the instructor for required sessions in human rights and domestic violence awareness. McArdle, who is also the director of international affairs, supported the administrative team while Grace Hirigoyen, Flotilla 63, Coconut Grove, assisted with orders, scheduling and expenses in Miami.


Among the topics conducted in the classroom, in the field and on the water were: coxswain training, weapons, engineering, operations center, communications, international law fundamentals, boarding procedures, damage control, volumetrics, pursuit tactics, search and rescue and incident command systems.

"This was a great event for the Auxiliary," said Fernandez-Calienes. "It was an opportunity to provide a worthwhile



Julian Corrales, Flotilla 67, Coral Gables, Florida, interpreting in the operations center final exercise.

Brian McArdle, Flotilla 33, Kilmarnock, Virginia.

service for our military, while intermingling with our partners in the Caribbean." 

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



Wally Dawson, Flotilla 33, Kilmarnock, Virginia, monitors students in the International Maritime Officers School taking their final exam.

Brian McArdle, Flotilla 33, Kilmarnock, Virginia.

Common Interests

The International Maritime Officers Course (IMOC) resides within the international resident training branch at TRACEN (Coast Guard Training Center Yorktown). The school provides an in-depth overview of U.S. Coast Guard organization, planning and management of its missions to senior and mid-grade coast guard, navy, maritime police and civilian-equivalent personnel from around the world.

Jim Campbell, Flotilla 31, Richmond, Virginia, and Wally Dawson, Flotilla 33, Kilmarnock, Virginia, regularly contribute their time at the Coast Guard's national search and rescue school at TRACEN, but March 18, 2013, marked the first time

Auxiliarists were entirely responsible for instructing the search and rescue training module of the international course. "Maritime search and rescue organizations around the world operate within a framework established by the International Maritime Organization (IMO)," said Dawson. "That standardization fosters cooperation, saves lives, and is especially important when multiple countries are involved or there is a large incident." The same search and rescue training is received by Auxiliarists and active duty members of the Coast Guard.

Campbell and Dawson's class included 30 military officers from Albania, Bahrain, Cambodia, Cameroon, Djibouti, Dutch

Caribbean, Egypt, Georgia, Indonesia, Ivory Coast, Jamaica, Kazakhstan, Maldives, Mauritania, Mauritius, Mexico, Serbia, Seychelles, Solomon Islands, Sri Lanka, Tanzania and Tunisia.

"Shared missions, common interests' is one of the themes of the IMOC. This was a unique experience," said Campbell. "It was rewarding to see all these people from around the world working together and developing friendships." 

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



Lee Elvins, left, and Gregory Worrell II, center, AUXAIR crew from Flotilla 16-1, St. Croix, prepare for a transport mission with Rear Admiral John H. Korn.

Robert A. Fabich, Sr., Flotilla 16-1, Christiansted, St. Croix.

The successful use of the Auxiliary in the sector

Aligning People, Partners and Proficiency
St. Croix sets sights on Rear Admiral John H. Korn's Areas of Emphasis

Editor's Introduction—

How does a flotilla categorically implement command principles to accomplish missions on a tighter budget, building sustainability in augmenting direct Coast Guard operations? In a continuing series of articles we explore what it is that makes a successful partnership between the active duty and the Auxiliary, by looking in-depth at units that stand out in that respect. Robert A. Fabich, Sr., Flotilla 16-1, Christiansted, St. Croix, U.S. Virgin Islands, explains what is indispensable to complementing Gold side air and surface operations.

The last Coast Guard post to the south and eastern-most point of the United States, Flotilla One, St. Croix, is the only place in the U.S. where Christopher Columbus actually landed in 1493 and where Alexander Hamilton, founder of the Coast Guard grew up. The beautiful 28-mile-long

island with 1,000-foot mountains and a rain forest surrounded by the Caribbean Sea, is a U.S. territory. Christiansted, the north harbor, is host to commercial fishing, dive excursions, shopping and dining. The west side, Frederiksted Harbor, supports docking for the cruise ship industry. The

Coast Guard operates a resident inspection office (RIO) along with boat forces as a detachment of Sector San Juan.

Recognizing The Trend

Over the past few years, the Auxiliary has realized new challenges beyond its most important mission, recreational boating safety. Budget reductions have increased demands for support with surface and air operations, food services, technology, radio communications, incident management, administration and port state control.

[Note: Port State Control (PSC) is the inspection of foreign ships in national ports

Robert A. Fabich, Sr., Flotilla 16-1, Christiansted, St. Croix.



Douglas Armstrong, Flotilla 16-1, Christiansted, St. Croix, pilots a flight from Air Station Borinquen, Puerto Rico. Armstrong has over 270 mission hours flown in direct support of the Coast Guard in five years of Auxiliary aviation. He holds two district offices, one division, one AUXAIR and one flotilla office. He flies one of two jet aircraft in the entire Auxiliary, a Citation Mustang.

to verify that the condition of the ship and its equipment complies with the requirements of international regulations and that the ship is manned and operated in compliance with these rules and regulations.]

Maintaining the core values and meeting command principles requires the Auxiliary to modify its approach. St. Croix Auxiliarists are innovators in finding ways to accommodate the growing needs of the Coast Guard.

"The vast amount of territory and water we have to cover in the Seventh District is such that the Auxiliary is even more important than in other areas," explained Rear Admiral John Korn, commander, Seventh Coast Guard District, on a recent visit to St. Croix. Operating from Sector San Juan, Air Station Borinquen (BQN), the Auxiliary aviation (AUXAIR), located in Division 16, the Virgin Islands and Division One, Puerto Rico, has an area of responsibility of one million square miles. Borinquen, which previously had fixed-

winged aircraft permanently assigned, now has four helicopters. "The ability to have the Auxiliary augment the Coast Guard in this area, and the Virgin Islands as well, is important," added Korn.

AUXAIR crews conduct long overwater missions supporting search and rescue, logistics, incident management, transports and maritime domain awareness. They fly observation missions in assistance of activities such as fishing vessel violations.

Performing surface missions, Auxiliary members execute search and rescue, establish safety zones for marine events, check navigational aids, conduct foreign vessel targeting (administrative screening of foreign flag vessels using a system matrix for security, safety and environmental protection compliance) and port state control vessel examinations.

During a 12-month period, August 2012 to August 2013, AUXAIR pilots from Station Borinquen recorded 750 air hours, completing nearly 300 missions.

Charles "Chuck" Fischer, Flotilla 16-1, Christiansted, Auxiliary aviation coordinator and pilot, directed the operation using 44 members and 10 Auxiliary aircraft.

"One capability the Auxiliary brings to the fight is local knowledge of these smaller areas. They know what is typical and what is not," said Rear Admiral Korn. "This helps the Coast Guard with operational intelligence, identifying abnormalities, and discovering trends that may be developing." Recently, AUXAIR identified 62 bales of marijuana with a street value of five million dollars floating unattended. It observed boats carrying 70 immigrants, a vessel with 145 pounds of illegally caught conch, and provided aerial photography aiding incident commanders involved with a grounded freight vessel. Auxiliary aircraft cost, on average, \$210.00 per flight hour to operate, whereas Coast Guard helicopters and fixed-winged aircraft range between three and five thousand dollars per flight hour.

Recognizing long term economic and performance capability, St. Croix initiated positive changes making sustainability an integral part of their air and surface programs by interaction with the Gold side and focusing on the District Seven commander's areas of emphasis: *People, Partners, Proficiency*.

People

Lieutenant Roger Bogert, supervisor of the Coast Guard's Resident Inspection Office in St. Croix, oversees marine safety operations, which includes examinations of small passenger vessels, cruise ships, Caribbean cargo ships, commercial fishing vessels and foreign vessels. Coast Guard members also conduct port state control boardings for safety and security inspections, respond to and investigate pollution and marine casualty cases, and deep-draft boardings concentrating on crude, product and chemical tankers that off-load and load at the HOVENSA oil refinery. "Now, more than in the past three decades, Auxiliary presence is embraced here at RIO St. Croix," stressed Chief Warrant Officer Brian Hennessey, RIO assistant supervisor. "With the unexpected closure of the refinery and the reduction of active duty

"There is so much volunteer time put forth by the Auxiliary to the active duty that it is incredible. It has definitely helped operations. I hear from sector and air station commanders that they really couldn't do the job well without the Auxiliary."

**Rear Admiral John H. Korn, USCG, commander,
Seventh Coast Guard District, Miami, Florida.**

officers, having Auxiliary members qualified to supplement the port state control team reduces the burden on our active duty force." Auxiliary members do no law enforcement activity, but rather fill active duty vacancies conducting vessel targeting, examinations and trainings at the RIO.

It has been the identification of specific skills and talents among the volunteers and the development of those skills that has made it possible for the Auxiliary to support the Gold side in new areas of need. "The Auxiliary brings a commitment, capability and desire that is special and unique among volunteer organizations," said Rear Admiral Korn. "Auxiliarists are eager to do, often at their own cost, whatever is needed to help the active duty, and are incredibly generous with their time and talent." Aligning the right members in the right job assignment is an important aspect of accomplishing short term sustainable change and long term responsibility and accountability.

Partners

Embracing collaboration reinforces the essential organizational framework, making the skills of the Auxiliary visible and accessible to the Gold side and external agencies. Establishing effective working relationships between active duty, Auxiliary and the business world is absolutely crucial for AUXAIR and RIO to sustain operational missions. Communicating what is needed for Auxiliary members to do their jobs and to put their roles into context started with direct meetings at the station and sector level. Discussions led to training, the development of new programs, and the identification of partners.

Partners include (among others): non-profits such as The American Red Cross, Civil Air Patrol, amateur radio operators; federal agencies such as customs, the Drug Enforcement Agency, Federal Emergency Management Agency, and the National Park Service; local government agencies such as U.S. Virgin Islands Office of the Governor, San Juan Enforcement and Intel, Dominican naval auxiliary and police and fire departments; Coast Guard command, executive, response, prevention and liaison officers from Sector San



Boat crew member Gregory Worrell II, Flotilla 16-1, Christiansted, St. Croix, secures a bumper dock-side on a 33-foot Auxiliary vessel in preparation for a surface mission February 23, 2013.

Juan and Air Station Borinquen, officers assigned to Sector San Juan cutters; and District Seven AUXAIR (Auxiliary Aviation Leadership Management Officers), division and flotilla commanders.

Partnerships were also established with local print media, radio and social networks to increase public awareness of both the Coast Guard and Auxiliary, recreational boating safety programs, and emergency readiness throughout the Virgin Islands.

Proficiency

Ensuring that Auxiliary support meets Coast Guard operational standards, members aligned facilities and people, establishing new performance criteria. This began with a clarification of joint management philosophy. Together, active duty and Auxiliarists addressed the needs and challenges. Determined not to react to last minute problems in the field, they created clear expectations and realistic leadership goals, as well as position responsibilities, while strengthening communication. A better sense of the district's agenda and the way to move forward was accomplished through mutual trust gained from work and fellowship activities.

Proficiency was accomplished through goal alignment, visibility, and sharing innovative procedures which covered en-

vironmental prerequisites for undertaking ordered missions, operational risk management, equipment and materials, safety, pre-mission checklists, patrol boat operations, civil air patrol operations, aerial and surface photography, standard operating procedures, technology implementations and facility security.

"Recreational boating safety is the strategic focus and core competency of the Auxiliary," Admiral Korn emphasized. "I think the additional capabilities leverage the diverse skills of individual Auxiliarists and add value to other Coast Guard missions." Staying on track with augmenting goals of the Coast Guard, establishing an environment that supports working relationships and principles where people can count on each other, and mutual motivation and mentoring has been proven sustainable. As expectations continue to be redefined, it is clear that the Caribbean flotillas, divisions, stations and the sector have implemented the Commandant's Auxiliary Policy Statement, enhancing the Silver and Gold partnership, and have created a model that can be shared. 🌀

The author, Robert A. Fabich, Sr., Flotilla 16-1, Christiansted, St. Croix, is a public affairs specialist III.

Robert A. Fabich, Sr., Flotilla 16-1, Christiansted, St. Croix.

Cornerstone Four: Fellowship





A Coast Guard response boat holds position during Taps honoring Robert Marcy at a dockside memorial service in Fort Christiansted February 23, 2013. Marcy, Flotilla 16-1, Christiansted, St. Croix, served in two division and three flotilla officer positions. A burial at sea, escorted by Coast Guard and Auxiliary boats, followed the service.

Robert A. Fabich, Sr., Flotilla 16-1, Christiansted, St. Croix.



Lana Kroll. Used with permission.

Doug Kroll, Flotilla 11-10, Palm Desert, California, interviews Coast Guard WWII veteran Bud Lisle at his home in Indian Wells, California.

Saving the Memories

Oral history with Doug Kroll, Ph.D., Flotilla 11-10, Palm Desert, California.

By the Navigator staff

There are many World War II veterans living in the Coachella Valley of southern California. In 2012 a columnist for *The Desert Sun* newspaper in Palm Springs profiled a number of veterans who served in the Army, Navy and Marine Corps for a series of articles on those veterans. After a Coast Guard veteran was profiled, Doug Kroll, a former Coast Guard officer, a member of Palm Desert flotilla, and a college-level history teacher, decided to collect oral histories of Coast Guard WWII veterans living nearby for the Coast Guard history archives. "My

graduate studies for my Ph.D. in history included oral history," Kroll said. "I have written numerous articles and a few books dealing with Coast Guard history. Because it is estimated that less than 10 percent of WWII veterans are still living and over a thousand die each day, the Library of Congress Veterans History Project has said there is an urgent need to capture the memories of our veterans."

An oral history is essentially a transcription of a recorded conversation with an individual who experienced or witnessed specific events. Kroll's interviews are

basically topical and focused on a specific subject (their WWII experiences in the Coast Guard). To find veterans, he contacted the newspaper columnist and obtained contact information for the Coast Guard veterans she had profiled. He found other veterans in his immediate area by referrals from the Coast Guard historian, from the Coast Guard Combat Veterans Association and by asking around at gatherings that include retired members. Since June of 2012, he has completed a dozen oral histories of Coast Guard WWII veterans. The histories include one with a SPAR

(the women's reserve of the Coast Guard during WWII took its name from the Coast Guard's motto "Semper Paratus") and another with an African-American veteran of the Normandy invasion who was severely wounded in the action of June 6, 1944. According to Kroll, the latter is the only oral history interview on record from an African-American Coast Guard veteran of D-Day.

Kroll says that preparation is key when doing an interview and good recording equipment is essential. "Portable recorders are the tools of the trade," he said. "Video is very difficult for transcribers to work with and the tapes have a limited shelf life. An audio transcription can be made from a digital recording if you have the appropriate software. Instead, I use a cassette recorder and high-density, 60- or 90-minute tapes." Other essential gear may include spare batteries for a battery-powered recorder or an extension cord if it plugs into an outlet. Kroll suggests making a test recording before starting the interview to see that the volume is properly adjusted. "Always begin each tape by stating your name, the interviewee's name, office and title, if appropriate, and the date and location of the interview. If a second tape is needed, repeat the above and state, 'This is the second tape.'"

Preparation includes research and question writing. Kroll's first oral histories took little preparation since he had already read a profile of the subject's WWII service in the local paper. "Others I contact a few days in advance and asked if he/she is willing to be interviewed about his/her WWII experiences. This gives a subject a chance to refresh his memory," Kroll explains to the veteran why the interview is important, about how long the interview should take (1-2 hours normally), and how the oral history will be used. "I suggest the subject choose a quiet, comfortable setting, with few distractions, especially audio distractions, and we decide on a mutually agreeable time to meet for the interview. The interviewee also needs to sign a release form allowing researchers to read and use the oral history," he said.

Kroll suggests writing a list of specific questions that focus on the events

and people with whom the veteran was involved. "Historians love oral histories since subjects often provide lively, insightful quotes suitable for insertion into a text," he added. "I always ask what led them to join the Coast Guard. Every individual has a different story. I ask them what they remember about basic training (boot camp), the food, the classes, the other recruits."

Kroll suggests making questions as specific as possible, and says always asks follow-up questions when something new comes up. "I try to get them to share how they felt during different experiences, why they made certain decisions, how they viewed events or the persons involved. If the interviewee recalls an experience I haven't prepared for, I encourage him to explain as fully as possible. But, if he loses focus and drifts onto something totally unrelated to his WWII experiences, I let him finish, then return to my planned questions."

Kroll says that a topical oral history (such as WWII experiences) can be conducted during one recording session, usually in one to three hours. If the interview is biographical it might take several multi-hour sessions.

After the interview is completed, it is transcribed into a computer. Once the transcription is printed, Kroll suggests having the interviewee read it to check the accuracy of dates, names, places, and other informa-

tion. "When the text is edited and corrected it should be submitted to the Coast Guard historian at Coast Guard headquarters if it's an oral history of a Coast Guard member, or to the Auxiliary historian if an oral history of an Auxiliarist," he added. "It then becomes a primary source for historians to use in their research."

Kroll says he does not submit the audio recording because technology changes, and odds are there will be a time when no one is able to access that audio recording. Whatever technology is used to record the interview—vinyl records, eight-track tape, floppy disk, etc., it will eventually become obsolete and unreadable, but text documents can be printed and saved forever electronically. Once the transcription is received and posted by the Coast Guard historian, he recycles the audio tape for a future interview.

Kroll says that oral history takes a great deal of effort, however, he believes the end result more than compensates for hours spent conducting research, typing and reviewing transcripts. "You will enrich your life as you take in the experiences of those individuals," he said. "You also provide a measure of immortality for the person by making their recollections available to future generations. Finally, you do a great service for Team Coast Guard in preserving its great heritage." 🌀



Chris W. Bandy, Auxiliarist of the Year

Chris W. Bandy, Apostle Islands Flotilla 28-1, in the Ninth Central district received the Auxiliarist of the Year award at the national conference in San Diego, Saturday, August 24, 2013. Bandy was cited for “significantly promoting and championing a program launched in 2011 to curb the rising number of kayaking fatalities in and around the Apostle Islands National Lakeshore, National Park Service, near Bayfield, Wisconsin.” The citation noted that “Mr. Bandy ... devoted over 700 hours working alongside the National Park Service, the U.S. Coast Guard, and local kayak outfitters to increase kayaking safety awareness.” His interaction with kayakers included more than 3,000 enthusiasts going out on Lake Superior.

Chris Bandy joined Flotilla 28-1 in 2010 and brought with him more than thirty years of kayaking experience and formal training. He has traveled to many parts of the globe, kayaking in the South China Sea/Gulf of Tonkin, the west coast of Greenland and off Iceland.

An excellent example of the Auxiliary matching skills with need, he took over the paddlecraft program in 2012 and immediately enhanced the relationship of paddlers and the National Park Service (NPS) at the Apostle Islands National Lakeshore, improving Auxiliary and NPS safety initiatives based upon the Paddle Smart program. He was one of twelve people to receive specialized training from the American Canoe Association, sponsored by the Coast Guard.

His dedication and commitment to strengthening partnerships and advancing kayak safety were instrumental in the prevention of kayaking fatalities and the lowest number of Coast Guard paddle sport-related search and rescue cases within the Apostle Island National Lakeshore area in more than four years.



An unknown kayaker, also part of the drill took this photo with Chris' camera.

BM3 Cody Thompson and FN Spencer Stout of Station Bayfield, Wisconsin, prepare to hoist Chris Bandy aboard a Coast Guard response boat as part of a simulated kayak mass casualty drill in the waters of Lake Superior and the Apostle Islands National Lakeshore near Bayfield, Wisconsin. The event took place in the “north channel,” Apostle Islands, which are located between the north end of Madeline Island and the southeast end of Hermit Island.

Bandy planned and expertly executed a kayak mass casualty drill in the waters of Lake Superior in the summer of 2012. Enlisting the help of several local outfitters, he provided platforms for the first responders at Station Bayfield and the Apostle Islands National Lakeshore to search for and assist the simulated distressed kayakers. The result of this drill was significantly enhanced response capabilities and improved communications.

Bandy is also qualified as a public education instructor, a vessel examiner and as crew on the Coast Guard's 25-foot response boat at Station Bayfield. He recently completed the Auxiliary public affairs specialist course. The citation also noted that “he selflessly devoted over 1,300 hours of Auxiliary service to the advancement of recreational boating safety and the professional development of others.”

Bandy previously received the Auxiliary Achievement Medal, two Coast Guard

Meritorious Team Commendations, and the Sustained Auxiliary Service Award. Concurrent with the Auxiliarist of the Year presentation, Bandy was awarded the Auxiliary Commendation Medal. 🏆

The author, Richard Carver, Apostle Islands Flotilla 28-1, Bayfield, Wisconsin, is immediate past flotilla commander.



Meet the new Chief Director



Members of the Auxiliary welcome Captain F. Thomas Boross who assumed the duties of Chief, Auxiliary and Boating Safety on July 29, 2013. He is a career HU-25 fixed-wing aviator with broad operational and aeronautical engineering officer experience. Capt. Boross is a Pittsburgh, Pennsylvania, native married to the former Sandra Whitney of Munhall, Pennsylvania, and father of Ensign Jacob Boross, a 2013 USCG Academy graduate, and daughter Whitney, a junior at Belmont University in Nashville, Tennessee.

In the following recent interview with the Navigator staff the Captain provides insight into his love for the Coast Guard and respect for its members. He is enthusiastic about the future of the Auxiliary as "smarter, larger, younger." If you are wondering what a career aviator brings to an organization whose core mission is boating safety, read on. If you are thinking about making the Coast Guard a career, this man will convince you.

NAVIGATOR: How did you come to serve in the Coast Guard?

Capt. Boross: I transferred from the world's finest navy to the world's best coast guard back in 1991 via the Direct Commission Aviator (DCA) program along with nine other naval aviators. Our DCA class had just completed Navy flight training, or were about to, when we were told by the Navy that it was downsizing aviation assets and no longer needed our services. Of the 150 student aviators the Navy let go, the Coast Guard hired ten of us.

While it was a shock initially to my family and myself, it turned out to be one of the best opportunities, not only for me, but for my DCA classmates as well. Instead of becoming a Navy P3 Orion pilot assigned to VP-8 in Brunswick, Maine, I was ordered to Coast Guard Air Station Cape Cod, as an HU-25 Falcon fanjet pilot.

NAVIGATOR: What are some of your most memorable experiences?

Capt. Boross: My crew and I are blessed to have prosecuted so many dramatic search and rescue cases, it would fill the magazine. They include the 1991 mission flown during the Coast Guard's response to the "Perfect Storm" made famous by Sebastian Junger's book and movie of the same name, our response to the 1996 crash of TWA Flight 800 just south of Long Island, multiple deliveries of dewatering pumps to vessels taking on water during nighttime thunderstorms in the Florida straits, and law enforcement cases, including the largest pollution bust ever in the history of Costa Rica when we caught a foreign flagged fishing trawler pumping its bilges in the pristine Pacific Ocean fishing grounds just off the coast of Liberia.

But the one case which I flew on in 1993 stands out above all the others

because we helped save three middle-aged mariners who lost their boat in a thunderstorm while sailing from Newport, Rhode Island, to Bermuda.

We launched late on a Saturday night out of Cape Cod on a registered EPIRB after the District One command center had received multiple SARSAT hits. Approximately 150 nm southeast of Martha's Vineyard, three mariners had abandoned their sinking sailboat and were in a life raft. District One had diverted the 600-ft Japanese-flagged merchant vessel (M/V) *Shin Maru* to the sailboat's last known position to provide assistance. The HU-25, with our crew of five, encountered significant turbulence and St. Elmo's fire on the windscreen while transiting through the frontal passage weather to get on scene. While orbiting 300 feet over the liferaft's position, we were immersed in rain and black of night, but for frequent bursts of lightning and thunder. We could see two strobe lights bobbing in the blackness which the mariners had strapped to their raft, and the massive *Shin Maru's* running lights while we vectored the vessel on Channel 16 towards the strobe lights. We caught momentary glimpses illuminated by lightening flashes of the *Shin Maru's* crew skillfully navigating the ship towards the raft, taking care not to swamp it. We listened intently on channel 16 to the Japanese sailor, in very broken English, state how they would throw a cargo net over the side in hopes of plucking the three mariners from the violent Atlantic ocean.

The *Shin Maru's* first pass at the raft failed, and they slowly maneuvered around and came back on the raft for a second attempt. We were riveted overhead, witnessing this awesome sight, all the while paying close to attention to our burning fuel while being buffeted by turbulence and at constant risk of a lightening strike. We listened to the excited Japanese crew

articulate over the static-filled radio their attempts to save these men by using a cargo net, in driving rain, in 10-foot seas, to have these imperiled sailors abandon their raft and clutch hold of a wet cargo net, and trust that the M/V crew would have the strength and ability to pull that wet cargo net, heavy with three human beings, up the four stories height to the top deck of the pitching freighter.

On the *Shin Maru's* second pass, all went well enough for the three sailors to be saved. The elated Japanese Master, in his broken English, was so proud and excited to report they had all three souls aboard, and their lives were saved. We were high fiving one another in the air, so excited that those mariners were alive, and we departed scene just as we approached our minimum fuel needed to transit back to Otis. But the real excitement for our crew was yet to come.

Once we landed at Otis, and while we were completing our SITREP, we were informed by the operations duty officer that we would be launched at first light to return to the *Shin Maru*. As it turned out, one of the three rescued sailors had glaucoma, but his glaucoma medicine was lost at sea when they abandoned their sailing vessel. The *Shin Maru*, with the rescue effected, was now back on course steaming towards Ireland, and the transit to Ireland would take eight days. If those eight days lapsed without the sailor receiving his glaucoma medicine, he was at risk for going blind. So off we went to grab a few hours sleep so that we could launch in the safer daylight hours, but we could not wait too long because the *Shin Maru* was now making way and would sail beyond our jet's maximum range.

While we slept, the air station medical personnel hurriedly prepared three air droppable boxes of enough medicine and delivered it to our jet. We launched at first light, and had to fly over 250 nautical miles to catch the *Shin Maru*. But it was now daylight, and the clouds and rain that we could not see in the black darkness of night, were now apparent and all around us, and the turbulence and buffeting could not be flown around or avoided. We were witnesses to the cloud to cloud lightening

strikes, and were unnerved by the conditions that we could now see. One important thing we had going for us was that the Japanese Master of the *Shin Maru* relinquished his radio microphone to one of the three American sailors, so we were able to communicate clearly with the ship, and were able to get their course and speed, and on-scene weather conditions.

We arrived on scene and prepared our pre-ops checklists, but the weather was intermittently clear and then obscured. Flying a racetrack pattern 500 feet over the 600-foot tanker, we were amazed by the tossing of the vessel, and at times we lost visual contact with the ship as it was consumed by one rain squall after another. We orbited overhead until we could orient the aircraft into the wind, and have enough "clear of clouds" and rain-free airspace to maintain VFR conditions. We opened the drop hatch and oriented the aircraft to fly directly at the ship and into the wind because we needed to get the medicine delivered onto the deck via the aerial delivery system parachute drop and trail line. Compounding the challenge was the wind and sea state, and all the *Shin Maru* crew were taking shelter inside from the storm for fear of being blown overboard.

Our first pass we dropped the medicine and it landed on the ship, but before a crewman could safely retrieve it the box, parachute and trail line were blown overboard. The American sailor on the radio exhorted us to try again. We oriented ourselves for another pass, flew right at the pilot house and air dropped the second box. This delivery, too, was successful, but again the medicine was blown overboard before a crewman could rush out on deck and retrieve it. We were down to our last box and our last chance to save the mariner's eyesight.

Just as we were turning downwind to get oriented for our third and final air drop attempt, we encountered severe wind shear, and a strong downdraft micro burst. Normally, when we fly in daylight conditions, you see blue skies above and dark water below, both being beautiful, albeit different shades of blue. When we hit that microburst, all we had in our windows in

front of us was dark blue ocean and no skies. We were headed nose down. Fortunately, we slammed the throttles instantaneously forward and pulled back the nose, and were able to fly through the windshear, just like the simulator instructors trained us at ATC Mobile. We climbed up, gained altitude, explained to our crew what happened, talked amongst ourselves about departing scene, or proceeding to attempt the final delivery. We decided to go back and attempt one more delivery.

Flying with increased speed on this pass just in case we were hit by another microburst, we flew directly at the pilot house for a third and final time. As soon as we made the drop, the excited American sailor shouted over the radio: "Home run, Coast Guard, home run!! You guys did it this time. We got the medicine!!!"

We were needless to say thrilled, and so happy to have done our jobs and safely climb up and away from the angry ocean and the *Shin Maru* with our drop hatch secured. Having come so close that day to tragedy ourselves, we were bonded by both the elation of helping to save those mariners' lives and then the sailor's eyesight, and relieved for our own safety and that of our shipmates. Yes, that was a memorable duty night and day.

NAVIGATOR: Why did you choose aviation as your career?

Capt. Boross: I chose aviation because I wanted to fly for my country and see more of the world. I gave up being a certified public accountant and chief financial officer in San Diego because, after working at the paragon of the public accounting profession for a couple years and then computerizing the accounting system and running the books for a start up manufacturing and aviation services company, I knew there had to be more out of life than just making money and meeting payroll. A chance encounter on a transcontinental commercial flight with a Navy F-14 Top Gun flight instructor and his radar intercept officer led to an F-14 jet simulator ride a week later. My application was off to the Navy's Aviation Officer Candidate School a month

after that. The encounter reminds and illustrates the positive, inspirational impact that service men and women can have on a civilian at any time, in any location, leading to life-altering events and changes.

NAVIGATOR: When did you first become aware of the Auxiliary and what was your initial impression?

Boross: After graduating from West Virginia University in 1985 and working as a CPA in San Diego, I was blessed when one of my sisters and her husband purchased a motor boat. My brother-in-law arranged for an Auxiliarist to conduct a vessel safety check on a weekend before we went boating and water skiing in Mission Bay. The authority and professional presence that the Auxiliarist exuded in helping us that day has stayed with me since.

I was introduced to the Auxiliary's aviation force during my first tour as a duty standing aviator at Air Station Cape Cod. I had the pleasure of helping to organize and stage the first CGAS Cape Cod Auxiliary Fly-In while serving as unit collateral duty public affairs officer. I was impressed by the professionalism, dedication and commitment that each of the aircraft-owning Auxiliarists and their safety observers demonstrated and learned to appreciate their significant contributions to our SAR mission, especially with their frequent assistance conducting first-light searches for nighttime flare sighting launches after our ready aircrews were bagged.

NAVIGATOR: How does your experience in aviation prepare you to lead an organization whose chief mission is recreational boating safety?

Capt. Boross: Military aviation is first and foremost comprised of highly motivated, mission focused professionals with unparalleled safety vigilance and a vibrant safety culture. Anyone who has ever come in contact with Auxiliarists know that they are standard bearers for boating safety and maritime domain awareness, but many people are unaware that Auxiliarists also fly approximately 10,000 program flight hours annually in support of operational

commanders. Best practices, or as I like to refer to them "universal truths," abound between the Coast Guard's two operational mediums, surface ops and air ops. The rules of the road are obviously different because the mediums, technology and tools are different, but the objectives are the same: train the human capital and maintain your assets and equipment to ensure safe, efficient, predictable, affordable readiness that produces operational excellence. My aviation career was focused on conducting safe operations and providing aviation fleet readiness. By concentrating my team's energies on ensuring requisite and robust policies are in place to account for situations which arise while Auxiliarists augment Coast Guard operations, we will enhance both mission effectiveness and efficiency.

I'd like to add that long before I earned my living as a CPA and then as a military aviator, I was and still am a recreational boater and paddle craft owner. My family is originally from Pittsburgh and although my parents never owned a pleasure craft, we had numerous relatives and friends that did, and my parents ensured I was taught boating safety and exposed to the pleasures of boating and water skiing.

NAVIGATOR: Looking forward five years, how do you think the Auxiliary will evolve? What, besides recreational boating, will be important mission areas for us to support?

Capt. Boross: Sixty months from now, due to inexorable supply and demand pressures, our Auxiliary will be smarter, larger and younger because national challenges will mandate it. Fiscal constraints confronting our nation merit we aggressively pursue all value-adding propositions. While the Coast Guard's infrastructure and assets continue to provide significant operational returns to taxpayers, our well-publicized recapitalization efforts require flexibility in both resource allocations and schedule compromises. While sources of supply are constrained and variable, demands for Coast Guard services are unrelenting and constantly evolving. The Commandant

has repeatedly articulated that capability ensures relevancy. We will continue to add and replace our assets/capabilities, to ensure relevancy. The Coast Guard's need for American citizens with facilities, boat and aircraft owners especially, that can provide augmented capabilities when needed, is only going to grow as budgetary pressures intensify. Savvy, accomplished citizens that want to be networked and increase their relevancy within their community, state and country in these austere budget times will recognize and seize the opportunity to serve their Coast Guard.

In addition to the recreational boating safety mission, credentialed and smart citizens that possess in-demand information-age based, mission support knowledge such as software programming, database integration and management, speaking and writing fluency in multiple languages, organizational risk management skills, etc., will also be needed. For example, Deepwater Horizon oil spill response was not a recreational boating safety event, but hundreds of Auxiliarists were used in various capacities to provide critical support services throughout the sustained response effort.

NAVIGATOR: To what extent are current budgetary constraints affecting decisions by the sectors in authorizing routine patrols, training, AUXAIR flights, and other reimbursed missions by the Auxiliary?

Capt. Boross: First off please allow me to make a point. There is nothing "routine" about what we ask our Auxiliarists to do. Every single mission our active duty and Auxiliary forces perform possesses various degrees of risk, and we need to heighten awareness of the acceptable and unacceptable levels of risk that our active duty and Auxiliary forces manage on a daily basis. Characterizing missions as "routine" can lead to a false sense of security, diminished situational awareness and underestimation of inherent mission risks.

Decrements to the budget have forced the sector resource chiefs to do an even better job of making prioritized objec-

tives clear. Training and proficiency sorties should not be cancelled for the sake of non-operational meeting or training requirements. The Commandant and Vice Commandant have articulated numerous times the importance of disciplined initiative to ensure that operational proficiency is maintained. Reduced operational funding dictates that asset scheduling be optimized, but the decentralized chain of leadership characteristic of the Auxiliary continues to be challenged by limits on their ability to convene meetings and conduct non-operational training. Recent memos authorizing non-operational training and meetings signed by PAC and LANT should help ameliorate some of the frustration Auxiliarists were experiencing due to sequestration. Going forward, we will have less money to spend. It is incumbent on our Auxiliary coxswains and aircraft commanders to achieve multiple operational objectives during each scheduled asset utilization. Patrols have to be leveraged as proficiency-enhancing training sorties.

NAVIGATOR: Coast Guard aviation is an important part of readiness and the Auxiliary has an outstanding Aux Air department. Are you aware of our aviation program and how would you encourage their service?

Capt. Boross: I am keenly aware and very proud of the contributions that Aux Air continues to make to Coast Guard aviation. As I stated earlier, many people would be surprised to learn the Coast Guard Auxiliary flies approximately 10,000 program flight hours annually in support of operational commanders. They are flying hazardous missions to augment air stations and sectors wherever and however they are needed, and they are doing so safely and effectively. One reason why I emphasized the point about characterizing any mission as “routine” is because while I was stationed as CGAS Miami from 1996 to 2001, we regularly relied upon Aux Air pilots to fly and train with our HU-25 aircrews. The Aux aircraft would simulate the unidentified aircraft that we were frequently

launched to intercept and identify, and our pilots and sensor system operators would practice jumping the aircraft using both visual cues and sensor detections. There is nothing benign about what we do in Coast Guard aviation, and on February 1, 2001, during a late afternoon training sortie, two Auxiliary aircrew were killed in the line of duty when their plane crashed in the Everglades while they were flying a training mission in support of an HU-25. The HU-25 had broken off and turned away from the Aux aircraft to gain horizontal separation of approximately 10 miles to set up for another intercept run when the Aux pilot inadvertently flew into a cloud while conducting a turn and applied a control input which led to the aircraft impacting the water inverted at a high rate of speed. The loss of those two brave Auxiliarists was tragic. We need to remember their sacrifice, understand why it happened, and endeavor to prevent that from ever happening again. Ergo, I encourage Aux Air to be as diligent and robust in their training and flight examiner duties and operational risk management posture as possible, to be ever vigilant in maintaining their situational awareness at all times, and understand fully there is nothing benign about what we do in Coast Guard aviation.

NAVIGATOR: There are a lot of relatively young members retiring from active duty. What can we do to recruit more of them? Is there any way we can be more visible to the active duty?

Capt. Boross: To attract qualified and experienced members into the Auxiliary we have to model the behavior and be the type of people that others want to join. The more I am exposed to the Auxiliary, the more awestruck I become. Our Auxiliary is filled with accomplished, professional people of purpose, bonded in their desire to live as life-long learners in service to others and quite simply, the epitome of servant leaders. Increasing the visibility of the Auxiliary is job #1 for me and my staff, and we will endeavor to raise awareness of the Auxiliary in everything we do, by all Commandant-authorized means possible.

NAVIGATOR: How does an organization whose average member is nearing or at retirement, better recruit and retain college-age people looking for exciting opportunities that can enhance their career choices?

Capt. Boross: By increasing our physical presence and literature on college campuses and online and by publicizing the initiative and accomplishments of the rapidly growing “millennials” that are currently enrolled in colleges and universities and participating in the Auxiliary University Program (AUP). COMO Mallison has this strategic objective as one of his highest priorities, and my staff and I will champion this AUP initiative as much as possible. Admiral Papp has publicly lauded the AUP initiative and encouraged widespread implementation of it. This represents an ideal way to increase visibility with the demographic cluster we prioritize and will concentrate recruitment efforts upon.

NAVIGATOR: What do you say to young members who might be thinking of making the Coast Guard a career?

Capt. Boross: If you love our country, want to see more of it and desire to serve in a challenging, fast-paced, dynamic, competitive and rewarding environment, stand up and take the oath. If you want your name written in the line-up for the team filled with great people who are dedicated to safely navigating and saving lives in the maritime domain, who protect the environment and defend coastal shores and waterways from forces that either shun our laws or want to do us harm, stand up and take the oath. If you want to be on the smart-money team where inherent rewards of responding to people in need or peril regularly eclipse monetary or material rewards, then stand up, take the oath. Answer the call to serve the world's greatest country in the world's best Coast Guard!

2012 Flotilla of the Year Cottonwood Cove Marina Flotilla 97 Lake Mohave, Nevada

By the Navigator Staff

Located on the west bank of Lake Mohave on the Colorado river in Nevada, Cottonwood Cove Marina Flotilla 97 is only 10 members strong, but averages 99 percent attendance at flotilla meetings. Barbara Sherman, current flotilla commander, recently provided a roundup of activities that led to the honor of being named Flotilla of the Year in 2012. The circumstances are unique. In such a remote location teamwork is essential and Sherman's story is an inspiration to other leaders trying to organize a cooperative effort within division boundaries. Flotillas 92, Lake Havasu City; 94, Bullhead City; 96, Central Las Vegas; 97, Cottonwood Cove; and 98 Kingman, comprise Division Nine.

"Our area of responsibility is the Colorado River from the Mexico border to Lake Mead," she explained. "It covers hundreds of miles. All members of Flotilla 97 participate in public education, vessel examination, patrols and environmental clean-ups at our marina. We are a team, but our players are not just the 10 members of Flotilla 97. The award of Flotilla of the Year was possible because of the mutual support of all the other flotillas in our division: Lake Havasu brings an Auxiliary vessel up the river to help us get the ATONS done. Las Vegas does our human resources work and organizes public affairs events. Bullhead City, operating on the lower end of Lake Mohave, helps at our marina events and offers the About Boating Safely classes in court-mandated cases. Kingman instructors are always ready to travel and also organize fellowships every month so members stay informed on all the happenings.

"Our division members travel a great distance to help with vessel exams at marinas on Lakes Mead and Mohave. When



Phil Sherman, coxswain, and Barb Sherman, crew, Cottonwood Cove Marina Flotilla 97, Lake Mohave, Nevada, patrol a safety zone during the Hobie Cat races on Lake Mohave.

there is a poker run, a personal watercraft race or high performance water ski event on Lake Havasu, a sailing regatta on Lake Mohave or an Iron Man competition on Lake Mead, members from all of Division Nine show up to help.

"Auxiliary members do vessel exams at all three Forever Resorts on Mohave and Mead. Vessel exams are Bruce Rowe's specialty in Flotilla 97 and he does hundreds every year. He is the man behind our numbers. We partner with the National Park Service for patrols, search and rescue, environmental clean ups and event safety. In return, they supply us with additional

facilities and radio protection. The Nevada Department of Wildlife, Arizona Fish and Game and California Boating and Safety call on us for help with search and rescue. In return they are our main source for boating education and safety handouts at our public affairs, public education and marine safety events.

"Our division members work and play in the hot sun with temperatures reaching 120 degrees in the summer along the Colorado River—a river known as one of the most dangerous playgrounds in the U.S. Our goal is to have fun while supporting the mission of the Coast Guard." 🌀

Phil Magdirlita, Flotilla 97, Cottonwood Cove Marina, Nevada.

AUX in Action



Rick Pizio, Flotilla 12-91, San Ramon Valley, California.

"The District 11-North Honor Guard was formed about a year and a half ago with help and training from the base honor guard at Alameda and later from the Coast Guard ceremonial honor guard when they were here for the commissioning of the cutter Stratton," said Rick Scheuerman, flotilla commander and honor guard member. "We purchased all our own equipment and created a personal qualification standard, a website (<http://cghg.weebly.com/index.html>), a unique challenge coin, and an honor guard creed. We spend many hours practicing.

"We presented colors at the dedication of the Auxiliary memorial on Coast Guard Island, the retirement ceremony for a Coast Guard officer, at district meetings and changes of watch and for the reunion of the most highly decorated air squadron of the Vietnam War. We recently marched in the Alameda Independence Day Parade and are scheduled to do colors at the christening of a new tug which will work San Francisco Bay." Members left to right are Duane Blackwell, East Bay Flotilla 12-1, Alameda, rifle; Tracy Schultz, Flotilla 64, Monterey, national flag; Jim Dufley, Flotilla 12-1, Coast Guard flag; Rick Scheuerman, Flotilla 12-91, San Ramon Valley, Auxiliary flag; Don Maiden, Flotilla 51, Vallejo, District 11-North flag; Georgie Scheuerman, Flotilla 12-91, rifle. Most of the members have prior military experience.



An Auxiliary vessel (left) coxswained by Tom Sawyer, Flotilla 12, Bangor, Maine, is taken in a side tow by Steve Makrecky's vessel, Flotilla 18, Belfast, Maine, with assistance from the crew: (left to right) Al Eggleston, Flotilla 14, Mt. Desert Island; Eleanor Sawyer, Flotilla 12; and Nancy Plunkett, Flotilla 18, during member training exercises on Penobscot Bay.

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

Sharon Ellershaw, Flotilla 10-2, West Texoma, Texas.



Members from Eighth Coastal's Division 10 partnered with local first-responder agencies for Striper Hook, an operational training exercise on May 25, 2013. The exercise featured a simulated a large vessel fire. Here, a "victim" is removed from an Auxiliary vessel and administered aid while a crew from Channel 12 reports the news. Ed Beakey, Red River Flotilla 10-5, is on the far right in the light blue shirt.



Auxiliary vessel examiner Kerry R. DelCorso (right) Flotilla 10-13, Wyckoff, New Jersey, mentors vessel examiner trainee, James B. Wright, Flotilla 48, Somerville, New Jersey, during a safety check day at the Round Valley Reservoir, Lebanon, New Jersey.

Michael S. Klacik, Flotilla 10-13, Wyckoff, New Jersey.



Morrie Bishop, Flotilla 4-10, Baton Rouge, Louisiana.

Marty R. LeJeune, a medical student and member of Flotilla 4-10, Baton Rouge, Louisiana, served as a medic aboard a Coast Guard response boat on September 1. The event was a stand-up paddle board race on the Mississippi River sponsored by the World Paddle Association. The race began in downtown Baton Rouge and passed under the iconic Huey P. Long bridge before ending 14 miles downstream at the L'Auberge casino. There were no injuries or mishaps and all completed the course safely. This was the first such event to happen on this stretch of the Mississippi River. All commercial river traffic was halted for three hours by the Coast Guard while paddlers were on the river.



Petty Officer 1st Class Brandyn Hill.

James A Branch, Jr., Flotilla 57, Lynnhaven, Virginia, assists in training support during an exercise in placing oil containment boom. Hosted by the Coast Guard and Virginia Port Authority, the five-day event in Hampton, Virginia, included maritime search and rescue exercises and classroom discussion among numerous state and local law enforcement agency first responders.



Tom Sawyer, Flotilla 12, Bangor, Maine.

The cutter, *Bridle*, breaks ice on the Penobscot River near Brewer, Maine, on a frigid February day. Aboard were Alex Lachiatto and John Dempsey, Flotilla 24, Saco Bay, along with invited dignitaries representing the Maine Army National Guard, Coast Guard Rear Admiral Abel, the Maine Department of Environmental Protection, Maine Emergency Management Agency, Marine Patrol as well as representatives of U.S. Senators Susan Collins, Olympia Snowe and Representative Mike Michaud.



Jonathan Ahlbrand, Flotilla 22-6, Lansing, Michigan.

Mike Heger, Flotilla 24-8, Tawas, Michigan, coxswain, gets underway from Station Tawas with crew John Penne, Flotilla 20-4, New Bern, North Carolina. Crews from flotillas around Lake Huron rendezvoused in Tawas for boat crew training and to support a security zone around the Heritage Offshore powerboat race course.



Lee Harrison, Flotilla 7-11, Flour Bluff, Texas.

At a public affairs booth set up at the Texas Boating & Saltwater Expo, Cindy Vail, Flotilla 7-11, Flour Bluff, explained the various dangers to marine protected species.

Ted Chatham, Flotilla 25, Boothbay Harbor, Maine.



On February 21, 2013, Flotilla 16-7 members Asher Edelman (L) and Met Lewis (R) aboard Ted Chatham's Auxiliary vessel, prepare to deploy a radar reflective target buoy for a C-130 rescue equipment drop exercise. The Auxiliary team performs this support duty out of Martin's Point, North Carolina several days per week, year round, day and night, in the waters of Albemarle Sound in support of both C-130 and MH-60 missions launched from Air Station Elizabeth City.

Lee Harrison, Flotilla 7-11, shows a visitor to the flotilla's public affairs booth how a Turtle Excluder Device (TED) operates. The Marine Protected Species Outreach program was launched at the Texas Coastal Boating & Saltwater Expo in July in Corpus Christi, Texas.

Walter Laas, Flotilla 79, Rockport, Texas.





Ted Chatham, Flotilla 25, Boothbay Harbor, Maine.

Gordon Nash aboard David Eastwood's Auxiliary vessel, sends the heaving line to Ted Chatham's "disabled" Auxiliary vessel during two-boat towing drills in Linekin Bay. Bob Crink, on the foredeck readies to intercept the incoming line. Flotilla 25, Boothbay Harbor, Maine, schedules weekly two-boat exercises, often in conjunction with boats from Station Boothbay Harbor, in a continuous effort to maintain the high level of proficiency required to operate in the always-challenging Maine waters where reduced visibility, strong tides and unforgiving terrain are the norm. Coxswains and crews regularly operate in near limit sea and wind conditions in support of the station and its missions.



Robert Young, Flotilla 12, Bangor, Maine.

An Auxiliary vessel coxswained by Tom Sawyer, Flotilla 12, Bangor, Maine, patrols the Penobscot River above the Hollywood Casino during the annual American Folk Festival held each summer in Bangor.



Jonathan Ahlbrand, Flotilla 22-6, Lansing, Michigan, takes a group photo of the crew and trainees aboard Bill Church's 44-foot motor life boat underway in Lake Huron. Church and his crew use every opportunity to invite trainees from all parts of the district aboard. Left to right are Bill Church, Flotilla 24-1, Bay City, Ken Williams, Flotilla 24-1, Larry Leighton, Flotilla 24-2, Flint; Dan Guiett, Flotilla 24-1, Robert Campbell, Flotilla 24-1 and Mike Orris, Flotilla 22-6, Lansing. Not shown, David Stokes, Flotilla 24-1.



Leslie Pelosi, a personal watercraft operator in District 11 South explains the administration and qualification process for operators and demonstrates the functionality of personal protection equipment required for personal watercraft facilities.

Joseph Giannattasio, Flotilla 82, Cape May, New Jersey

Gloria Edelen, Flotilla 64, Monterey, California.



Thomas Phil Hampton, Flotilla 68, Dana Point, California, an examiner qualified by the Coast Guard for uninspected passenger vessels and commercial fishing vessels affixes a decal indicating the boat's passing of the examination.

Norma Lococo, Flotilla 68, Dana Point, California.



On March 23, 2013, an 11th District, North, U.S. Coast Guard Running Team consisting of an active duty Coast Guard officer and four Auxiliarists competed in the Big Sur International Marathon Mud Run on the Monterey Peninsula. Team Coast Guard survived to tell the tale—muddied; but unbowed! Foreground to background, participants are: Jerry Edelen, Deriek Clemmons and Jim Duffley, Flotilla 64, Monterey, California. Not shown are LTJG Noah Hudson, executive officer, Coast Guard Station Monterey; and Tracy Schultz, commander, 11th District, North, honor guard.

Auxiliarists Help Deliver CGX Online Shopping

Just like Auxiliary support with other Coast Guard missions, Auxiliarists were ready to assist the Coast Guard Morale, Well-being, and Recreation (MWR) programs when its online shopping site needed to create a secure verification system using AUXDATA to quickly identify and authorize Auxiliarists. www.shopCGX.com contributors Bruce Miller, Flotilla 21, Seattle Northshore; Bill Blandy, Flotilla 52, Jupiter, Florida, a programmer/developer; and members of the commandant's staff, Lt. Mark Unpingco and Steve Minutolo, Flotilla 25-6, Occoquan/Fairfax, Virginia, system administrator, helped set up the secure authorization where your privacy is protected.

The CGX online store at www.shopCGX.com brings its savings and tax-free values as close as your computer, tablet or smart phone! It's more than just tax-free shopping; price comparisons show that CGX offers an average savings of 20% or more when compared to retail stores.

To place orders online, a welcome window will appear inquiring if you are a Coast Guard Auxiliarist. Check the box "If you are a USCG Auxiliarist, please check this box." The window will display two fields in which you are to enter your member I.D. number in one box and your Auxiliary member password (the same password that is utilized for AuxDirectory/AuxOfficer) in the other. After your identification and membership have been verified, you are free to start shopping and saving.

Hundreds of products are available at www.shopcgx.com including computers, tablets, headphones, iPods® and other small electronics, sunglasses, fragrances, and of course lots of Coast Guard apparel and gifts. Products are continuously added, but we need your feedback to keep grow-



ing. Contact us directly on Facebook www.facebook.com/coastguarandexchange or by email at customerservice@shopcgx.com. We want to hear from you.

When you shop online at shopCGX.com, a portion of every sale supports Coast Guard MWR programs. In fact, over the last 10 years CGX has contributed over \$22.7M to the programs that offer a variety of activities to help meet the mission readiness, retention and resiliency of our members. Fitness centers, gymnasiums, picnic areas, movie theaters, travel

services, bowling centers, and even food and beverage operations are available. The options vary at each Coast Guard installation. To find out what is available through your local MWR program, visit www.uscg.mil/mwr.

You are part of the Coast Guard family, and the benefits of the Coast Guard MWR programs and the Coast Guard Exchange are available to you at 67 stores in the U.S. and Puerto Rico under the banners CGX, CGX MarketPlace, CGXpress and online at shopCGX.com.

Zeroed In!

Irene Mead, Flotilla 82, Cape May, New Jersey, practices retrieving a person in the water during a man overboard training evolution with fellow crew from Flotilla 82.

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



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Coxswain Walter Kline, Flotilla 24-1 with crew members Daniel Guiett, Bill Rosenberg, and crew trainee Dawn Rosenberg aboard David Stokes' 26-foot motor surfboat prepare to escort the tall ship *Unicorn* into Bay City during the 2013 Great Lakes Tall Ship Celebration. All are members of Flotilla 24-1, Bay City, Michigan. Prior to its service as an Auxiliary vessel, the 26 served on the U.S. Coast Guard Cutter *Resolute*. The *Unicorn* is a sail training ship that offers programs specifically for young girls and women.

Jonathan Ahlbrand, Flotilla 22-6, Lansing, Michigan.