



NAVIGATOR

The U.S. Coast Guard Auxiliary Magazine | 2015 Annual



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In Back



ON THE COVER:

CAPE MAY, NJ – The frigid February sky looks ablaze during a spectacular winter sunset as Coast Guard Auxiliarist Don Dobson aboard USCGC MAKO prepares to haul down the Ensign during evening colors while moored at USCG STATION CAPE MAY.

Photo credit, Coast Guard Auxiliary photo by Joseph Giannattasio



With permission granted by Admiral Paul F. Zukunft (center), Commodore Mark Simoni (left) relieves Commodore Thomas C. Mallison (right) as National Commodore. The Change of Watch Ceremony took place on January 30, 2015 at N-TRAIN in St. Louis, MO.

Coast Guard Auxiliary photo by Bill Coby

From the Bridge Mentors Make a Difference

By NACO Mark Simoni



Coast Guard Auxiliary photo by Joseph B. Giannattasio

I have no doubt at all that my Auxiliary career would not have followed the path it did without the aid of other members who trained and mentored me. The list of those to whom I owe a debt of gratitude is very long, but I would like to mention two of my mentors by name: Bob Colby and Ken Koeppen. These gentlemen took the time to instill in me the Coast Guard core values of Honor, Respect and Devotion to Duty. Without having to explicitly say so, they let me know that I was responsible for helping to guide others as they helped and guided me. They were there to push me beyond my comfort zone, to help me acquire the skills and knowledge to become a better Auxiliarist and to make sure I assisted others to accomplish similar things.

Why Mentors Matter Now More Than Ever

The Auxiliary has changed a great deal since I joined in the early 1990s. The attacks of September 11, 2001 impacted our organization more than any other event in our 76-year history. Security concerns continue to play a major part in how we go about our tasks, and the vetting of new members joining the Auxiliary

remains a critical aspect in allowing our members to serve the Coast Guard and the American public. For a variety of reasons, the time it takes a new member to receive a favorable Personnel Security Investigation (PSI) has been increasing over the last year. Add the fact that internal studies show that most members who voluntarily leave the Auxiliary do so in the first two years of membership, and it becomes apparent that our members in AP status could greatly benefit from mentoring. You may be saying to yourself “all well and good, but how does this relate to me, and how would I even get started as a mentor?”

Guides for Mentors

The Auxiliary provides numerous guides to mentoring in our various programs, but the best guide for mentoring new members is entitled “Mentoring Guide – Basic Qualification (BQ) Course” and can be downloaded at:

http://tdept.cgaux.org/BQ/BQ_Course_MG11_5-4-15.pdf.

This BQ course includes numerous other elements, available at:

<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=basic-qualification>.

Here you will find step-by-step guidance for mentoring new members, and most likely you will learn a thing or two along the way.

You Can Make a Difference

We all know our new members need guidance to learn to do things the right way. Here is an opportunity for you to make a difference in the life of an Auxiliarist, to help that member reach his/her goals in the organization so that they can learn to help the public prevent boating tragedies, effectively prosecute SAR cases when things go bad and to assist the Coast Guard in the missions for which we are authorized. You can be the person that makes the difference between a new member that is frustrated, or the new member that is fired up and fulfilled. Your Auxiliary is counting on you to make that difference!

Semper Paratus,
Mark Simoni
National Commodore
United States Coast Guard Auxiliary

Mapping Our Future

Personal Involvement is the Key!

By COMO Rick Washburn, Vice National Commodore



Coast Guard Auxiliary photo by Bill Coby

As we prepare our Coast Guard Auxiliary for the future, there are some essential steps and skills needed. First, Commodore Simoni has put our Strategic Plan in motion. He has carefully detailed the strategy, plans, tactics and goals for which we should strive. When you read the Strategic Plan, you will find it easy to understand and to visualize. There are no gray areas. This comprehensive plan details where and how we will move our Coast Guard Auxiliary into the future—more precisely—to the year 2020.

Next, comes the hard part. The only way we make this work is with our people. This means all of our people, not just our elected and appointed leaders, but all of us must work together. The 80/20 rule does not apply anymore. That was “back in the day” as millennials would say. Our missions have increased in scope and complexity. We need all hands on deck to move us forward.

The requirements are many to become a member of the Auxiliary. They have to be. Background checks, mandated training, new member training, ICS training, crew training and the list goes on are important to the success of the Auxiliary. To be a part of the most highly trained, most respected volunteer maritime rescue service in the world takes vetted, trained and committed members. Would you have us accept

anything less than the best? We all want to be part of a winning team and have purpose in what we do. These steps are necessary to be part of Team Coast Guard. The Coast Guard Auxiliary needs all of us to be leaders. There are many challenges facing us in the next years. We need our members to take responsibility, pick up the pace, be accountable and do what we raised our hands and said we would do. We need to take our oaths to heart.

We need to take care of the members who make up the Auxiliary family. I firmly believe every member has something to offer his/her Flotilla—notice I said Flotilla. That is where the rubber meets the road—where all things happen. We all can contribute something to help move our Auxiliary forward. It does not matter what your job is because they all are important in achieving our goals and making our Auxiliary stronger.

One of the quotes I like to use is “Be here now!” Let’s get moving now, not later. Stop daydreaming. If you are engaged and active in your Flotilla, congratulations! For those of us who have been less active, I ask you to re-engage now, today!

One place to start contributing is to be a “Noticer.” Professor Max Bazerman from Harvard gave a great seminar to our Senior Leadership on exactly what a “Noticer” is. Let’s take an outsider’s view

of the Auxiliary—especially for those of us less active than we once were. If something is not working, find out why it is not. Offer solutions to problems, rather than stating the obvious. As with any concern, if we leave it unattended, it will only get worse. Help us to help our members. Take care of your fellow Auxiliarists.

Try to identify predictable surprises (Noticer). Take the tragic day of September 11 for example. This tragic event was a failure to notice. 9/11 was a shock to us, but was not a surprise. We knew a major terrorist attack would occur within our country’s borders at some point. Hurricane Katrina was another failure to notice. Again, we knew a major hurricane would hit our shores. With all of our weather technology and ability to predict dangerous weather, we were shocked when the hurricane happened— not surprised, but shocked.

As members of the Coast Guard Auxiliary, we are leaders. I ask you to be flexible, durable and engaged. Ever wonder why the Air Force B-52 Bomber has been in service for over 50 years? It is simply a flying box. That is all it is. However, it was designed to be flexible and durable, able to be modified and upgraded. Professor Bazerman asks that we think in terms of software rather than hardware. Think about it. It is the software keeping the B-52 flying, not the hardware. This is how we need you and all of our members to start thinking in the future. Please voice your concerns and offer your talents and solutions. We are much better working together rather than as individuals. Not one of us has all the answers, but together we do have solutions and a map to follow into our future. The strategic plan is the first step. We are the rest of the plan. Be a leader in your Flotilla, pay attention to detail and “be here now.” Become a first class “Noticer” as we move toward 2020.

The U.S. Coast Guard Auxiliary is not only what you do, but who you are.



Coast Guard Auxiliary photo by Bill Coby

ADMIRAL PAUL F. ZUKUNFT

NAVIGATOR INTERVIEW

Admiral Paul F. Zukunft is the 25th Commandant of the U.S. Coast Guard. In this interview, conducted at NACON 2015 in San Antonio, TX, he shares his vision for the Coast Guard and the Coast Guard Auxiliary. Commodore Dale E. Fajardo, Assistant National Commodore-FORCE-COM, conducted the interview.

Commodore Fajardo: It will be nearly 15 months into your tenure as the Commandant of the United States Coast Guard. Please give us your thoughts regarding the past year (e.g., important achievements during this time) that would be of interest to the Auxiliary and key priorities for the next year or so.

Admiral Zukunft: Well, here we are right at the peak of hurricane season, and yesterday, I was in New Orleans. Ten years ago today (08/29/15) was when Katrina made landfall, a high water mark in terms of the Coast Guard's response.

We would not have been able to carry out the mission that we did without our Coast Guard Auxiliary. I think back five years ago, same location, but this time it was an oil spill. There again, as the federal on-scene coordinator for that event, I reflect upon how the Coast Guard was able to carry out its mission, and there again, the Coast Guard Auxiliary was integral to that response as well. So ten years ago, five years ago, and now we have another five-year increment: I cross my fingers that this year isn't the next five-year event of such magnitude, but I sleep well knowing that if it is, I can always call upon our Coast Guard Auxiliary.

Commodore Fajardo: Considerable attention is being paid by the Coast Guard to the potential for international trade, passenger traffic and U.S. national security issues associated with the receding ice in the Arctic. How does this impact your planning for the missions of the Coast

Guard in particular? Will there be a potential new role for the Coast Guard Auxiliary as part of the overall U.S. Arctic Policy?

Admiral Zukunft: First and foremost, we are an Arctic nation, and we need to exert our presence in the Arctic domain. Our ability to do so is very limited, limited by the fact that as a nation we have two icebreakers. One is a medium icebreaker, and the other one is a heavy icebreaker. So, that is an area we need to recapitalize. If we are going to be able to exert sovereignty in the Arctic, a very harsh, unforgiving environment, I can't envision at this point where the Auxiliary would come into play, as we are looking at the Chukchi Sea and beyond, because there is no shore infrastructure. Our shore infrastructure is really based at sea and not land based, which is more traditional for the Coast Guard Auxiliary. One of our biggest challenges up there is safety of life at sea; a huge increase in mariners is going up there. Outreach to

our local communities, who live up there and who subsist on the seas, is an educational opportunity: as we look at the tribal communities on the North Slope, as they are seeing their way of life change as sea ice retreats, and those communities become more exposed, especially to severe storm conditions causing great erosion.

Commodore Fajardo: Recent attacks on uniformed military personnel have heightened awareness of the public, the Coast Guard and the Coast Guard Auxiliary for the need to maintain vigilance and situational awareness at all times. What recommendations do you have for members of your uniformed civilian branch of the Coast Guard while conducting missions in uniform?

Admiral Zukunft: First, it means being aware of your surroundings. We are not going to arm every member of the Coast Guard. It is not practical, and more importantly, what are the rules of engagement when it comes to drawing a weapon upon others. We are seeing random acts of violence. We had a Coast Guard crew last week encounter a not-so-well adjusted individual who wanted to commit what is called suicide-by-cop by drawing a weapon on our people in hopes we would immediately return deadly force. We did not need to do so, in fact we were able to use pepper spray and were able to take this individual into custody. It is a challenge not just those in a military uniform, including our Coast Guard Auxiliary, but our law enforcement officers. It does cause me to pause and reflect over some of these random acts of violence. But even if our individuals were equipped with a weapon, yesterday, a police officer in Harris County fueling his cruiser and was gunned down, shot multiple times. He had a side arm in his possession, but it was such a random act of violence, he was not able to return fire. Some of these are just no-win situations.

Commodore Fajardo: Enhancing Coast Guard partnerships with external stakeholders is one of your Service to Nation priorities. Do you see an expanding role for the use of these Auxiliarists to strengthen Coast Guard partnerships?



Coast Guard Auxiliary photo by Mel Borofsky

SAN ANTONIO, TX – Admiral Paul F. Zukunft, Commandant of the Coast Guard addresses the Auxiliarists at the Commodore's Banquet at NACON on Saturday, August 29.

Admiral Zukunft: The Auxiliary already does a great job in that regard. With our states' fish and wildlife, we have Memorandums of Agreement where we have Auxiliarists operating some of the state law enforcement vessels, especially over the weekends, the work the Auxiliary does with the Power Squadron, not competing against, but really expanding our ability to educate the public. It is proven that an educated public culminates in fewer recreational boating fatalities. If we can do that in unison with others, who have that very same objective, we will never have a big enough Coast Guard Auxiliary to educate 17 million recreational boaters, and that does not include paddlecraft, so we need to leverage those relationships, and the Coast Guard Auxiliary is doing a phenomenal job in doing that.

Commodore Fajardo: We are well into the new age of communication via Facebook, Twitter, etc. What is your view on Social Media in the Coast Guard and the Auxiliary?

Admiral Zukunft: You have to get your word out. You have to get your brand out so when I came into this job a little over 15 months ago, we wanted to make

sure we were visible on Facebook, visible on Instagram, visible on Twitter for all members of the Coast Guard to know the location of the Commandant. Because if you follow where I am, where those pictures are taken and posted and the comments, if you piece all of those together, you can gain an appreciation for what my priorities are as well. So it speaks internally to our internal Coast Guard audience. Just as importantly, it speaks externally. We have had literally millions of people reached on social media products, where members of Congress and their staffs follow the Coast Guard; it (social media) fast-forwards that relationship because they know what I have been up to. I don't have to spend 30 minutes describing where we are and what our priorities are. It has really helped members on the Hill to better understand the Coast Guard as well. It is a great tool to have at our disposal.

Commodore Fajardo: Auxiliarists volunteer millions of hours and expertise in support of Coast Guard missions on a yearly basis. From a return-on-investment perspective, do you envision a future expansion of the utilization of Auxiliarists to perform these functions?

Admiral Zukunft: I have seen at the deckplate level where we have Auxiliarists standing communications watches. That provides our folks a break, an opportunity to catch their breath. We can expand the watch rotation around a little bit. That is one just example. We have the chefs that go afloat. My only concern with is that they are so good, I am concerned with those crews not being able to meet our weight program; I joke when saying that. They become integral members of our crew. We have ombudsmen, a number who are Coast Guard Auxiliarists, where we may not have spouses that have the where-with-all to do this very important work in looking out for our Coast Guard families. I think that is yet another area. Then, there is this whole other domain that we operate in now called cyber. You know, cyber isn't resigned to those who have an IT background. If you carry an iPhone, you operate in the cyber domain. I think that is probably an emerging area where you can look at Auxiliary especially those that work in industries – look at industry best practices and how do we pull some of those in the Coast Guard as well. Our biggest weakness in the Coast Guard, quite honestly, when it comes to cyber is our cyber hygiene, which means training and educating. I think we can look to the Auxiliary to help us with that as well.

Commodore Fajardo: Are there any functional areas within the Auxiliary you would like to see more closely aligned with the Coast Guard mission?

Admiral Zukunft: When you look at our 11 statutory missions, it is very hard to find one where the Auxiliary does not play a role in. You might say, well maybe defense readiness. We help escort very high value units – aircraft carriers, submarines in very-congested ports, and the threats against those vessels aren't an invading army or invading navy. It is a congested port with recreational boaters in that waterway. Every mission set I can find the Auxiliary integrated into each and every one of those. We do domestic ice breaking, and there again the knowledge of the

various stakeholders when it comes to that mission, so I can't really think of one where there isn't an opportunity for the Auxiliary to compliment the work that we do across all 11 of our missions

Commodore Fajardo: Looking forward 5 years, what vision do you have for the missions of the Coast Guard Auxiliary? What initiatives can we take now to prepare?

Admiral Zukunft: We are making great progress when it comes to recapitalizing the Coast Guard with new airplanes and new cutters. The infrastructure is good, but the infrastructure is only as good as the people we recruit, train and retain into the future. This is the best-educated enlisted workforce that I have seen in my more than 38 years of active duty service, which is phenomenal. Each day we lose about 9,000 workers in the Federal Government; that is, military, civilian employees, and people of my generation are getting ready to retire. So at the private sector, they may look at this very well educated Coast Guard work force many of whom hold security clearances, all of whom uphold our core values: honor, respect and devotion to duty. And that is a very marketable human capital that you have in the Coast Guard today. When I look out five years, I need to make sure I retain the great workforce that I have today. If I don't, I am going to need help, and if I need help in some of these areas, I will continue to look for the great assistance from Coast Guard Auxiliary in this area. We have a million man-hours a year that don't come off our budget.

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

Admiral Zukunft: A lot of people when they see a new Commandant come in, the first thing that goes through their mind is, well, here we go again. We are going to reorganize the Coast Guard; we are going to change uniforms; we're going to take on a whole new different set of priorities, and then four years later another Commandant will arrive, and we

will do something the complete opposite. So when I took this assignment, and I met with Admiral Papp, I said the first thing I am going to stand up is a continuity team and not a transition team. A transition means that you are going to undo all the things your predecessor did before you. Take those best practices. We take those proficiencies, mastery of crafts, those watchwords that Admiral Papp laid down I would never want to change those. Those are enduring attributes that you want your entire workforce to have. We focus on parts of the world that, quite honestly, are going to be a challenge for our nation for at least a minimum for the next decade, if not longer: the violent crime; what is happening in the Western Hemisphere, much of which is fueled by drug violence; the opening of the Arctic; we are going to be an export nation of oil and gas with the energy renaissance that will be with us a minimum for the next 30 years; and we are only seeing the tip of the iceberg right now (in the area of) cyber. So I would expect that the next Commandant, the 26th, will look at this next convergence, as where we need to take the Coast Guard for the next four years beyond this watch.

Commodore Fajardo: Admiral, we thank you for your time today, and it was an honor to hear your perspective. I hope you have a wonderful time at NACON 2015.

Admiral Zukunft: This is my fourth National Auxiliary meeting in a row to attend. If you ever have a bad day in DC, spend a little time with our Coast Guard Auxiliary. You will go back to DC completely refreshed seeing the world in a much more optimistic view. Because these (Auxiliarists) are all volunteers and absolutely great Americans, and Dale, I certainly include you in that group as well, so I want to thank you for taking time out of your schedule here on a Saturday. There are many things that you could be doing, but thank you for sharing some time with me today.

Commodore Fajardo: Thank you very much, Sir.



Coast Guard Auxiliary photo by Mel Borofsky

Rear Admiral Paul F. Thomas and Commodore Dale E. Fajardo talk following the NACON interview.

REAR ADMIRAL PAUL THOMAS NAVIGATOR INTERVIEW

Rear Admiral Paul F. Thomas is the Assistant Commandant for Prevention Policy. He oversees three Coast Guard Directorates: Inspection and Compliance, Marine Transportation Systems and Commercial Regulations and Standards. He serves as the Flag Officer overseeing the Office of Auxiliary and Boating Safety (CG-BSX). Commodore Dale E. Fajardo, Assistant National Commodore-FORCECOM, conducted the interview at NACON 2015 in San Antonio, TX.

Commodore Fajardo: As the Assistant Commandant for Prevention Policy you've worked with the Auxiliary. Can you tell us of the experiences you had so far that would be of interest to our Auxiliarists?

Rear Admiral Thomas: This is my second year as Assistant Commandant for Prevention Policy and I previously served as the Director for Inspection and Compliance, where I was responsible for the Office of Boating Safety. As a District Chief of Staff, I worked with the Auxiliary, and I have been a Sector Commander. Working with the Auxiliary is not a new thing. It is one of the things that has always been rewarding for me, such as working through challenges and implementing new programs like AUXPAD (Auxiliary Paddle Craft Program) which was exciting. We celebrated the Auxiliary's 75th Anniversary, which was also exciting and attended by the Commandant. But what is great is meeting the Auxiliarists and seeing the pride they have in the Coast Guard, their patriotism for our nation and just the

love for what they do. For me, that is what I always look forward to when it comes to engaging with the Coast Guard Auxiliary.

Commodore Fajardo: Thank you. What role do you see for the Auxiliary to assist the Coast Guard in the Prevention arena?

Rear Admiral Thomas: Great question. I would say that almost everything the Auxiliary does is in the Prevention area. Obviously, the active search and rescue cases – those are responses, but all of the boating safety, educational, recreational boating checks, those are the real prevention missions. Not only are they real Prevention missions, but they are the missions that address my highest risk fleet. The most deaths and injuries don't occur in the commercial sector, they occur in the recreational boating sector. Although we have made a lot of progress, it is clear to me that boaters and boating are changing, and so the Coast Guard Auxiliary in that Prevention mission must be able to keep up. I would say that is still the key to prevention missions for the Coast Guard Auxiliary. Which is not to say that there are not other opportunities. The Auxiliary is active with our fishing vessel safety program also. I think we will find opportunities with the towing vessel program and are going to find opportunities as new regulations come in. There are always emerging threats, if you will, and opportunities – cyber is one that comes to mind. We are very focused on cyber and how we might be able to use the Auxiliary to help with this new focus area.

Commodore Fajardo: In the near term, what specific area in Prevention can the Auxiliary improve to enhance its effectiveness?

Rear Admiral Thomas: I'm not sure I would use the word "improve." I would say continue to emphasize or continue to evolve. One key area is leadership and leadership training, particularly for those who are new and for those who are trying to move into leadership positions. The Auxiliary has recognized this, and this NEXCOM has been really impressive. Everyone is looking ahead for opportuni-



Coast Guard Auxiliary photo by Bill Coby

San Antonio, TX – Commodore Dale E. Fajardo, ANACO-FORCECOM, and Rear Admiral Paul F. Thomas, Assistant Commandant for Prevention Policy, talk following the interview.

ties, being progressive and even doing some things a little bit different. So, the leadership training that is coming out is the real key to help ensure that the Auxiliary can maintain and be operationally effective.

Commodore Fajardo: With the increasing demands on the Coast Guard combined with tighter budgets, do you anticipate an increased role of the Auxiliary in raising public awareness of the marine environment and waterways management?

Rear Admiral Thomas: Yes. Regardless of the budget situation or the resource constraints that we face, I think we should always look to increase the Auxiliary's role in building awareness of the Coast Guard Auxiliary. The Coast Guard Auxiliary is closer to the boating public, particularly with programs like AUXPAD, which gets them down on the water with the largest or fastest growing portion of

the boating community. This allows them to talk not only about boating safety, but also about our environmental protection mission and, as you mentioned, waterways management and why it is not necessarily a good idea to be on a stand-up paddle board in the middle of a commercial channel. As you know, our waterways are our Nation's economic engines and their importance is only going to increase. One of the challenges that we have as the Coast Guard is to figure out how to manage the ever-increasing demand on the waterways from all the different stakeholders. Obviously, I am focused on the commercial stakeholders, as well as the recreational stakeholders, and I think the Coast Guard Auxiliary is really going to help us as we look to meet our Nation's increasing demands for our waterways.

Commodore Fajardo: What do you see as the greatest challenge to the Auxiliary with regard to its support of the Coast Guard?

Rear Admiral Thomas: I think that the Gold side and the Silver side have very similar challenges. We are both challenged to recruit, train, retain and maintain a work force that is ready to do the mission. Our Commandant is focused on service to the nation, duty to the people and commitment to excellence. That is what we need to be focused on with the Coast Guard Auxiliary, as well as all the other forces. One of the real challenges is that we have to be able to provide service to the nation, duty to our people and maintain our commitment to excellence in a resource-constrained environment. The Auxiliary may be able to grow their work force, but I may not be able to grow it as

quickly on the Gold side. We are looking at everything that we can do to expand the capacity of the work force, but not by working them harder, but working them smarter. We also need to look at what work we do and how we do that work. The Auxiliary should do the same thing. So how are we delivering our recreational boating training, for example? Are we focused on the highest-risk boaters? Those are the type of challenges I see on the Gold and Silver side, because there are increasing demands for Coast Guard services.

Commodore Fajardo: What would you change to strengthen the Coast Guard/Auxiliary partnership?

Rear Admiral Thomas: I am not sure I would change anything. I think that foundationally, the Coast Guard and the Coast Guard Auxiliary are going to continue to be focused on the mission set that are continually based on our core values. We will continue to focus on the Commandant's direction and address his priorities. I think we need to ensure that the Gold and Silver are ready for change and continue to anticipate change. We need to embrace change, and on the Silver side, in particular, I think it is important that we make sure we look hard at how we have always done business to make sure we remove barriers to participation. The uniform is a big item of discussion here (at NACON) and the potential for an alternative uniform. I think this is something to think about. There are people who really want to wear this uniform and for others having to buy a uniform is a barrier. We need to make sure we are aware of our options.

Commodore Fajardo: So speaking about uniforms, would you be in favor of alternate uniforms, but also allow Auxiliarists to continue to wear the uniform if so appropriate?

Rear Admiral Thomas: This is a core value and it goes back to the Commandant's commitment to excellence. If you are going to wear this uniform you have to wear it properly. For the most part, Auxiliarists do that and do it with pride. I do think there is room for alternative uniforms. On the active duty side, we have uniforms that are tailored to the mission. There are missions that the Auxiliary does that the Tropical Blue uniform might not be the best use. Also, there are Auxiliarists who are not as interested in wearing the uniform. I think we need to think about it and I know the National Commodore and the National Executive Committee are looking at the pros and cons of the alternative uniform.

Commodore Fajardo: So from your perspective, the option is not off the table to take the Auxiliarists out of the Tropical Blue per se.

Rear Admiral Thomas: That has not been discussed at my level. I do not know of a National level initiative to take Tropical Blue or ODU's away from Auxiliarists. I do think it is important to make sure that we are considering all the alternatives that might enhance mission effectiveness.

Commodore Fajardo: There is an effort to bring in a lot of the youth and teach them that they need to wear life jackets and then have them educate their parents. What are your thoughts on this approach to public education on recreational boating safety?

Rear Admiral Thomas: Well even though we have a seat belt law, it really is the kids that finally made the parents put on those seat belts. There were many studies saying it was a multi-generational change. We don't need a seat belt law today because it is just part of getting into

a car. Do I think that would happen with life jackets? Yes. The other piece of that was seat belt technology itself changed. It is much more comfortable now, and I think life jackets need to become that way as well. There is no question that the right audience for us to be focused on across the board with regard to our boating safety education efforts is the younger generation. We need to be focused on them, not only in terms of whom we want to talk, but how we want to talk to them and how we want to get to that audience. As you know, the way you and I learn is not the way that they learn. So we have to be future focused in that regard.

Commodore Fajardo: Are there any other comments you would like to add?

Rear Admiral Thomas: I guess I go back to the Commandant's guiding principles, which applies to both the Gold and the Silver side. I know there are a lot tactical initiatives underway that will be discussed here this week. Things like the uniform, the AP status, and specific training of the Aux paddler. Those all are important things, and we have to think about all of them within context of our ability to provide service to our nation, ensure we maintain our duty to the people, and we remain committed to excellence. When you put that overlay on all our activities, it makes a lot more sense. That is what I focus on and that is what the NEXCOM is focused on. Meeting today's challenges, but ensuring that the Coast Guard Auxiliary is relevant, ready and capable in the future. That is what we are going to continue to focus on.

Commodore Fajardo: Thank you very much, Sir.

Chief Director's Column



Coast Guard Auxiliary photo by Joseph Giannattasio

By Captain F. Thomas Boross

Greetings maritime domain volunteers and premier recreational boating safety (RBS) mission force multipliers! I hope you are settling in after a rewarding day of providing boating safety classroom training, or a beautiful day out on the water or up in the air, or maybe are preparing for another mission day of getting underway. When I first get my hands on the latest Navigator issue, I like to read it front to back, and then periodically refer to the issue throughout the year. Since I have been blessed to get to know many of you during these past two years while serving as your Chief Director, it is wonderful when page turning to recognize some now familiar faces. I hope to get to know many more of you during the rest of my assignment.

As of the date I type this, with the summer RBS season's end drawing near, it is appropriate to briefly acknowledge the tremendously positive results and impacts that the Coast Guard Auxiliary is having in fulfilling their preeminent RBS mission responsibilities. Having completed the three safest consecutive years in terms of numbers of RBS casualties on US territorial waters across the 56 states and territories on record as of December 31,

2014, it is noteworthy to share that as of mid August 2015, we are on a pace and course to establish yet another all time annual low in RBS casualties. THANK YOU for your unparalleled commitment, dedication and accomplishments for our RBS mission! Think about this though for a minute, please.

While we can take great pride in the collaborative effort that has occurred and continues to occur to reduce RBS negative outcomes, however, this simply means that as a nation, we are just failing less often to keep our neighbors and loved ones safe. As each terrible mishap occurs, our neighbors and loved ones lost in an RBS mishap become tragic news stories and statistics, and these terrible outcomes were usually a resultant of unsafe boating behaviors. Unsafe boating behaviors take on many different forms, including: drinking alcohol or recreational or illicit drug use while operating a vessel, bow riding, excessive boating speeds in proximity to other boaters or swimmers, ignorance of or lack of adherence to navigation rules, having kids on board with no lifejackets on, failing to wear a life jacket or not enough life jackets on board for the number of passengers, etc. One of the most potent antidotes and visible deterrents for almost all of these types of unsafe boating behaviors is increased Coast Guard Auxiliary exposure and engagement with the boating public. An experienced, dedicated and proficient Auxiliary crew can "show the flag," and demonstrate safe boating behaviors like few others. To that end, the Coast Guard continues to commit billeted and financial resources to facilitate, allocate and activate as many mission proficient Auxiliarists as possible to meet the burgeoning RBS mission demand. For the time, talent and treasure that each of you devote to supporting our RBS mission posture, THANK YOU for continuing to excel in your volunteer capacity to proliferate safe boating behaviors and to augment active duty Coast Guard readiness whenever possible. Despite the great progress being made in reducing RBS negative outcomes, we must not become complacent, get lulled into a false sense of security, or expect or assume that someone else will pick up the RBS "mission slack."

As increasing budget pressures mount, I am often asked how many Auxiliarists does

the Coast Guard need, and can we define our mission capacity requirements. More specifically, how many boats, aircraft and radio comms facilities does the Coast Guard truly need? In a constrained resource world, these are relevant questions, and the realm of possible constructs and positions are endless. Arguments can be made that with an Auxiliary force strength numbering 30K personnel, that for steady state US Coast Guard mission demands, the Auxiliary is "right sized," or some might even say over capitalized. However, depending upon when and where the next "national incident" such as another Hurricane Katrina or Deepwater Horizon oil spill occurs, mission demands can very rapidly outstrip our ready supply of resources. If you lost a family member or friend in an RBS mishap because a rescue resource was not nearby or able to respond, the Coast Guard and Coast Guard Auxiliary will never have been or be adequately resourced. That is why it is incumbent upon us to continue to drive down RBS casualties, while simultaneously training and recruiting as many asset-equipped & proficient Auxiliarists as possible, because while RBS support continues to be "Job #1," there are numerous evolving mission support demands also.

Our Commandant, Admiral Zukunft, has directed that we analyze and focus our resources to meet and add value to the emerging cyber security, energy renaissance, Arctic environment and Western hemisphere challenges. While each of these are emerging macro-economic mission areas of emphasis for the Coast Guard active duty forces, our Auxiliary can contribute specialized expertise to these mission areas also. Please engage your senior leaders in your Chain of Leadership to discern what role, if any, you can contribute to these four mission areas as well.

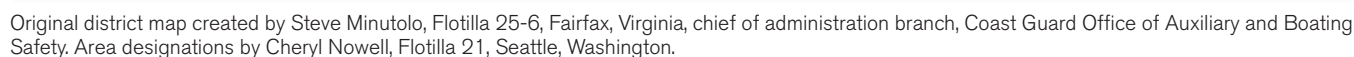
In closing, I would like to THANK each and every one of you again for your continued support of our maritime domain awareness and humanitarian support service missions. Working together, we can continue to make a positive difference in the lives of the nearly 80+ million Americans who comprise the recreational boating public. Please keep your unparalleled servant leadership and mission support services coming. Respectfully and appreciatively,

Your Chief Director

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

- (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.”

U.S. COAST GUARD AUXILIARY DISTRICTS AND REGIONS



National Public Affairs Award Recipients

Newsletter Award Winners



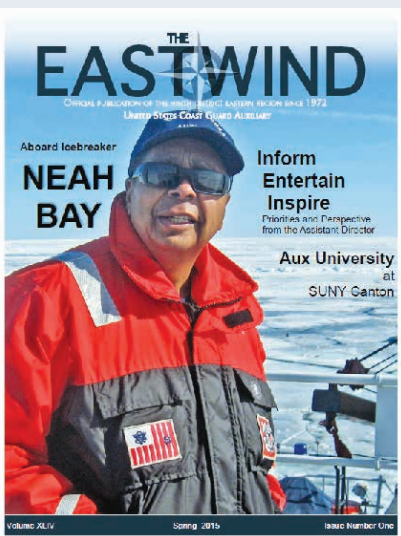
Flotilla Newsletter Winner: "Rose City Beacon"

Thomas Brennan, Editor, FSO-PB
District Ninth Central, Flotilla 22-05,
Jackson, Michigan



Division Newsletter Winner: "Intercom"

Dorothy Riley, SO-PB
District Seven, 07-04, Brandon, Florida



District Newsletter Winner: "The Eastwind"

Editor Mark Thomas, DSO-PB
District Ninth Easton, Flotilla 04-08,
Hamlin Beach, New York

Photography Awards



Fellowship: Coast Guard Auxiliary photo by Tammera Badano

SANTA CRUZ, CA – Members of Gold Coast Division 6, D11NR gather together for a selfie before the start of the National Safe Boating Public Affairs Event at the Santa Cruz Harbor boat launch.



Public Education: Coast Guard Auxiliary photo by Dawn Smith

BELLVILLE, NC – Auxiliarists Fred Robertie and Floyd McLeroy visited the Kindergartens at Bellville Elementary School to teach the Water n' Kids program, assisted by charts and hands-on equipment such as life jackets. The importance of this public education program to our maritime community is reflected in the partnership built between the Coast Guard Auxiliary, the Brunswick County Schools and Brunswick Electric Membership Corporation.



Marine Safety: Coast Guard Auxiliary photo by Roger Bazeley

SAN FRANCISCO – Commissioning of the USS America, Harbor Patrolling with Auxiliary Ride Along San Francisco Fleet Week 2014 October USCG Patrol RIB 29'



Operations: Coast Guard Auxiliary photo by James Matthies

BODEGA BAY, CA – "Rescue During Bodega Bay Fisherman's Festival" Auxiliarist from District 113 Suisun Bay Division 5 successfully rescue a person in the water from a capsized small boat during Bodega Bay Fisherman Festival's Build A Boat contest and race.



Member Services: Coast Guard Auxiliary photo by Daren Lewis
PORTLAND, OR – Auxiliarist Lou Ellen Davis demonstrates her familiarity with operation of a VHF-FM marine radio to Auxiliarist Paul Ploeger during the 2015 Flotilla 73 Crew/Coxswain Academy. Members of the Auxiliary go through a rigorous training program to qualify as members of Auxiliary boat crews. A significant phase of this training takes the form of skills demonstrations to another member, already qualified in the program and acting as a mentor, to show proficiency in dozens of tasks. Once a member has successfully completed this mentor sign-off phase they will then stand for examination by a Qualification Examiner.



Vessel Examination: Coast Guard Auxiliary photo by Judi Bidwick
VENIC, FL – “Safety Check and Flare Explanation” Coast Guard Auxiliary Vessel Examiner Roman Gzyl explains the value of flares and the importance of making sure they are in date. Roman inspects the boat and educates those waiting on the dock as to the equipment required for a safer boating experience.



Public Affairs: Coast Guard Auxiliary photo by Robert A. Fabich, Sr.

CHRISTIANSTED, USVI – BM3 Andrew R. Sedlack, Coastguardsman Boat Forces Saint Croix and Sammy the Sea Otter, conduct radio operations aboard the 29-foot Coast Guard response boat at the All Hazards Preparedness Expo in Christiansted May 31, 2014. The Coast Guard and Coast Guard Auxiliary partnered with the Virgin Islands Territory Emergency Management promoting disaster preparedness and recreational boating safety. Gregory Worrell, Flotilla 16 Christiansted served as the Auxiliary member inside the mascot outfit.



Team Coast Guard: Coast Guard Auxiliary photo by Linda Vetter

SAN FRANCISCO BAY – Auxiliary vessel “Silver Charm” participates with seven Coast Guard boats and two Coast Guard helicopters in a publicity photo shoot off Alcatraz Island.

SHINE OUT THE LIGHT

Auxiliarists Assist at Grosse Point Lighthouse

By Chas. Hague

Although Keepers from the Lighthouse Service no longer need to carry cans of kerosene up to the top of the tower, the Grosse Point Light still has a dedicated crew of Coast Guard Auxiliarists providing guides for the tours that are held weekends during the summer months.

The Grosse Point light, in Evanston, Illinois, was first lit in 1874. It was built to provide guidance to the heavy maritime traffic headed to Milwaukee and Chicago. Lake Michigan could be treacherous. Before the light was constructed, several dozens of shipwrecks took place along this stretch of coastline. The light was operated by the Lighthouse Service until 1933, when it was decommissioned. The property was donated to the City of Evanston and placed under the stewardship of the Lighthouse Park District, which took over the operation of the light in 1935. It was recommissioned in 1946 as a privately operated Aid to Navigation.

The light is currently open for tours on Saturday and Sunday afternoons during the summer. Auxiliarist Dave Arnold began assisting at the light in the 1990s. He recruited several more Auxiliarists to serve as docents and tour guides. The 2014 crew consisted of Mike and Gail Raith, Jack Caladarci, Rick Polad and Jeff Gilmore from Flotilla 39-06, and Chas. Hague from 39-02.

The tour schedule is deliberately kept low key. Tours are scheduled for 1400, 1500 and 1600 on Saturday and Sunday afternoons from May through September, except holiday weekends. Groups are limited to twelve people due to fire regulations. The tours are admitted to the small museum in the Assistant Keeper's former residence. After looking at the exhibits for 15 minutes, a short



Coast Guard Auxiliary photo by Chas. Hague

The Grosse Point Lighthouse, in Evanston, IL.

video is shown that describes the reason the light was constructed and tells about the people who lived at the station. Then, the tour guide escorts the tour group to the top of the tower. The tours are shown the mechanism that operated the characteristic of the light and shown the second order lens—currently the largest Fresnel lens in operation on the Great Lakes.

Some people are not interested in history. Once, a couple asked if they could go to the top of the tower, but were told they should stay with the tour. They glanced at the exhibits on lighthouse characteristics and shipwrecks, sat impatiently through the video, then were the first ones in the group to climb the spiral stairs. After the guide gave his talk about the light mechanism, he realized they had disappeared—apparently only interested in the climb, they had gone back down immediately upon reaching the top.

Because of the proximity of Northwestern University, visitors to the light come from all over the world. Some come from as far as Europe and Asia; others have lived in Evanston their entire lives, never realizing there was a lighthouse in town. On one occasion, an electrical overload caused an automatic alarm to be sent to the Evanston Fire Department. After making sure there was no danger, the firemen were given a special tour of the light by Don Terras, Director of the Lighthouse Park District. They had never been inside.

Although the light does not allow weddings on the property, sometimes newlyweds use the gardens behind the light for wedding photographs. At least once, a couple got engaged in the lamp room. They later posed for a photo with the docent on the front lawn.

At the end of one season, a young boy asked how many tours were held. “Well,” replied the guide, “this is the last



Gail Raith with the second order Fresnel lens.

Coast Guard Auxiliary photo by Michael Raith

day we're having tours, the last tour of the day and you are the last one in the Watch Room. So that makes you our last tourist this year." That made the kid happy. Unfortunately, he told his brother. When it came time for them to leave the building, they both wanted the other one to go out before they did, so

that they could be the very last tourist. "I wish I could say I used my Coast Guard Leadership training," the docent said, "but their mother dragged them both out together."



Coast Guard Auxiliary photo by Joseph Giannattasio

The History of AUXOP

The Ph.D. of the Auxillary

By Joseph Giannattasio PAIII, BC-ASP

The AUXOP, or Operational Auxiliarist program, is an advanced training program only available to members of the Coast Guard Auxiliary. It identifies members who have demonstrated superior knowledge of specific missions of the Auxiliary.

In 1952, the Commandant of the Coast Guard, Admiral Merlin O'Neill (formerly the first Chief Director of the Auxiliary), authorized the creation of Auxiliary Operational Units (AUXOPS). Specially trained groups consisting of five boats, two aircraft, two radio stations and 50 Auxiliarists were organized to assist

the Coast Guard in emergencies. A few years later the program was converted to "Operational Auxiliarist" AUXOP program, a specialized, rigorous training curriculum for individual Auxiliarists. A member who passed seven courses consisting of Administration, Communications, Patrols, Piloting, Seamanship, Weather and Search and Rescue was entitled to the AUXOP status, symbolized by an insignia incorporating a wreath of excellence. In 2011, in order to give variety to Auxiliarists, increase practical AUXOP relevance to Coast Guard missions and better assist the Coast Guard to fulfill needed skill sets,

the AUXOP qualification program was redesigned and now consists of three tiers: core courses, leadership courses, and elective credit elements.

The program has sometimes been referred as the "Ph.D. of the Auxiliary." Members who attain AUXOP status should be justly proud of their accomplishment, their increased utility to the Auxiliary and to the Coast Guard and in their ability to serve as role models for their shipmates.



Coast Guard Auxiliary photo courtesy of Fran DeNinno-Zukunft

Fran DeNinno-Zukunft with Coast Guard the Coast Guard ombudsman and spouses in Alameda, California.

Message From Your Atlantic and Pacific Area Regional Ombudsman Coordinators

By Ms. Lori Carrington and Ms. Terri Johnson-Salter

Are you looking for ways to further support the Coast Guard? The Ombudsman Program may be a good fit for you!

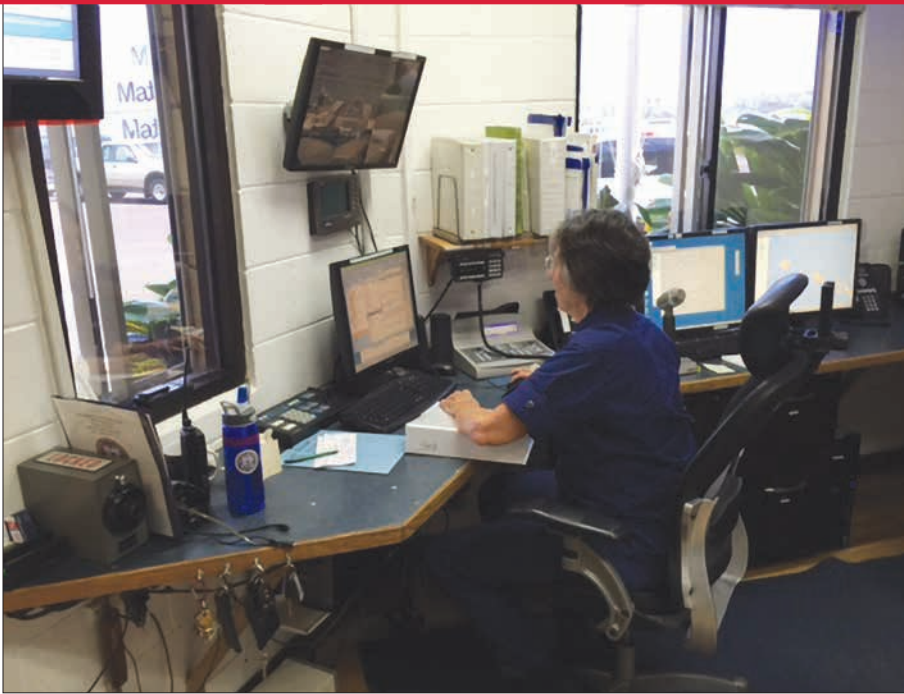
The Ombudsman Program was established to provide Commands with a better understanding of the welfare of unit families, to ensure that Coast Guard families have the information needed to meet the challenges of a military lifestyle. The program enables families to better prepare for emergencies and provide help when issues or emergent situations arise. Ultimately, the goal of the Ombudsman Program is to ease the sacrifices of Coast Guard families,

allowing members to carry out the Coast Guard's missions.

Coast Guard Ombudsmen serve as official members of the unit's Command staff – ensuring that both the Command and the families have access to a representative and liaison. Truly, Ombudsmen are the conduit by which information flows from the Coast Guard and unit Commands to Coast Guard families, keeping families informed and up-to-date on essential information. In this capacity, Ombudsmen serve in a multitude of ways. Not only are they sharing information, they are resource specialists, providing referrals that support spouses who are

seeking employment, dual military couples in search of child care and the PCSing families looking for safe and affordable housing.

And it doesn't stop there, Ombudsmen are working to ensure that families are prepared for the next hurricane, winter storm, or flood – and responding to those tragedies when they do occur. When units deploy, Ombudsmen stand watch over the homefront, assisting families when needs arise. During every phase and cycle – from basic training, to reintegration, to retirement, Coast Guard Ombudsman stand “Always Ready” – Semper Paratus.



Coast Guard Auxiliary photo courtesy Annie Leighton

KAUAI, HI – Annie Leighton, Ombudsman of the Year and Coast Guard Auxiliarist, stands watch at Coast Guard Station Kauai.

As an Auxiliarist, you can serve as an Ombudsman for a unit that has been unable to fill the position with a spouse or by being a Co-Ombudsman. You can support existing Ombudsmen by sharing local resources and promoting and marketing the program, or perhaps you can serve as an Ombudsman

Training Instructor – training and mentoring incoming Coast Guard Ombudsmen. This year's Coast Guard Ombudsman of the Year is Ms. Annie Leighton an Auxiliarist. Ms. Leighton will be formally recognized at the Ombudsman and Family Readiness Volunteer Recognition Ceremony

and Luncheon September 24, 2015, in San Diego, California. She was chosen out of approximately 300 Coast Guard Ombudsman for this honor. Ms. Leighton is the best example of how the Auxiliary can be a vital part of the Ombudsman program.

Ms. Leighton has been a fixture at Station Kauai for as long as anyone can remember, directly contributing to the readiness of this small boat station. She has ensured that the needs of the members and their families are met with great care and selflessness. Having been through two major hurricanes on the island of Kauai, she provided critical firsthand knowledge to members and families on what to expect, and the items needed in order to put together a complete Hurricane Preparedness Kit. During the storms, she ensured full accountability of crew and dependents. Her steadfast dedication to the crew, the families, and her longstanding commitment to the Coast Guard personifies the characteristics necessary to be an excellent Ombudsman as well as an Auxiliarist.

If you think you have these qualities and a passion for helping others, contact a local Ombudsman Coordinator to see how you can help!



Coast Guard Auxiliary photo by Petty Officer 3rd Class Diana Honings

Coast Guard Team Kodiak ombudsmen pause for a photo after an appreciation luncheon in Kodiak, Alaska, April 4, 2014. The Ombudsman Program is a Coast-wide program established to serve as a link between commands and families to help ensure families have the information necessary to meet the challenges of a military lifestyle.

Is the Coast Guard Utilizing YOU?

By Neil Brogan, Division Commander

People join the Auxiliary for many different reasons. Some join to get boating experience and training, while others join for the fellowship. Moreover, others join to be a part of something larger than themselves. The reasons vary as much as the people we have in our ranks. Sometimes those initial reasons change as we spend more time within the organization and evaluate the many options that are available.

Whatever your reasons for joining, are you being utilized by the Auxiliary and the Active Duty Coast Guard in a way that really satisfies your needs? Two phrases that are asked by potential members considering the Auxiliary are, "What can the Auxiliary do for me?" and "What can I do for the Auxiliary?" Both questions are important and need to be addressed. The second question of "What can I do for the Auxiliary?" may be the more important one. The Auxiliary and Active Duty Coast Guard have almost unlimited jobs that need Auxiliary volunteer support.

Every year thousands of Auxiliarists perform duties for the Active Duty that are essential and offer a lower cost alternative than utilizing Active Duty personnel. In this day and age of continued budget reductions, we are going to be needed more. Some of these missions are Marine Safety Pollution Responders, Boat Crew, Coast Guard Recruiting and Watchstanding. On the other side are Auxiliary specific missions, which include Safety Patrols, Public Affairs, Recreational Boating Safety and Administrative Support.

Now I will get back to the theme of this article. Is the Coast Guard Utilizing You? Well, the answer is yes and no! Most support for local Coast Guard units is being done by members who approach these units and search out specifically defined missions or qualifications. However, there is also another method! The ANSC Form 7028 is not only used to declare your personal and contact information, it is also used to list specific skills or job training that you have acquired over a lifetime. The Coast Guard utilizes this "Skills Bank" during emergency and training situations requiring additional support and personnel.

Are you any of the following: a police officer, a truck driver, a photographer, an accountant, a nurse or EMT, a lawyer or a business professional? All of these professions plus many other civilian jobs have many uses in the Coast Guard. For example, truck drivers could be used during states of emergency to transport supplies in and out of an area of operations. Another example is a medical professional could assist or augment Active Duty members within the CG Health Systems.

If you like photography, most districts have a Photography Corps that participates in both Auxiliary specific events like parades, public affairs and change of watches, but also performs Coast Guard missions including Coast Guard specific



events, and public relations missions. As you can see, your job skills or experience can be used even if you do not think they can. No skill is irrelevant. Believe me, there is a potential use for it! You do not have to be a "professional" or "expert" in the skill category. Just having considerable experience and competence in the skill area is usually sufficient enough. Please note, however, some skills bank groups do require professional level skills or certifications (Lawyer, Health Care, etc.).

Your responsibility now is to update your skills information by either filling out the online ANSC Form 7028 or asking your FSO-IS for a hard copy. Do not wait for something to happen to come forward with your skills. Be proactive and do this now!

"Hands On" Learning About Marine Safety

By John Tredinnick, DSO-MS



Coast Guard Auxiliary photo by Joseph Giannattasio

Children aboard the Meerwald are taught about our shellfish ecosystem and the building blocks from start to finish. Left to right: John T. Hearon, IV, Tyler Flynn and Kaitlyn Flynn learn about primary producers.

CAPE MAY, NJ – In August, three Auxiliarists from Cape May Flotilla 82 (5NR) created a truly unique classroom setting to provide area youths with interactive lessons in Marine Safety and Environmental Protection onboard an 85-foot vintage schooner.

Located at the southernmost tip of the New Jersey peninsula, Flotilla 82's area of responsibility encompasses the Atlantic

Ocean, the Delaware Bay, the Intracoastal Waterway, harbors, back bays and several coastal rivers. This unique environment encouraged Auxiliarist Joseph Giannattasio to become part of an educational program that showed how the wetlands ecosystem plays a critical role for hundreds of species, including our own.

A recipient of the Auxiliary's Marine Safety Training Ribbon, Mr. Giannattasio

along with Auxiliarists Brenda Landau and Donald Dobson participated in an educational class on the marine environment onboard the sailing Schooner *A.J. Meerwald*. *A.J. Meerwald* is an authentically restored oyster-dredging schooner, whose homeport is in New Jersey. Launched in 1928, it was one of hundreds of schooners built along South Jersey's Delaware Bay shore before the decline of



The tall ship *Meerwald* gets underway from Cape May harbor sailing out to the Atlantic Ocean. The *Meerwald* offers sailing camps and ecology adventures.

the shipbuilding industry, which coincided with the Great Depression. Today, *A.J. Meerwald* is utilized by the Bayshore Discovery Project for onboard educational programs throughout ports in the New Jersey, Pennsylvania, and Delaware region. *A.J. Meerwald* is listed in the National Register of Historic Places and is New Jersey's official Tall Ship.

An on-board teaching staff conducts classes for local students and families while under sail. Training modules include a lesson on the history of the ship and the oyster industry. Quiet observation time is provided to allow all participants to truly experience their surroundings. Designed to connect students with their environment, this award-winning educational program helps students develop a sense of responsibility for their environment.

During this particular sail, Brenda Landau, a Marine Biologist with a Ph.D. in oceanography, conducted hands-on experiential-based teaching sessions. Her interactive class demonstrated various source points of marine pollution and illustrated the impacts that we all have on the marine environment. During her classes, students learned how to check water chemistry, identify various sea life, observe plankton through microscopes and discover the value of personal accountability for the Wetlands.

A qualified Boat Crewmember and Flotilla Public Education Officer, Don Dobson presented the pre-underway briefing on safe boating, checked the onboard safety equipment and taught students navigation and sailing skills.

Boarding a classic sailing vessel, hoisting the sails and feeling the sails catch the wind was thrilling. Enjoying the majesty of sailing the sea aboard a tall ship left a life-long impression upon students and Auxiliarists alike.

These three innovative Auxiliarists helped provide an extraordinary opportunity for young students to experience environmental education and to learn basic sailing skills.

It was an adventure to remember for a lifetime!



Kaitlyn Flynn studies the ocean microorganisms under a microscope. She also identifies the sources.

Coast Guard Auxiliary photo by Joseph Giannattasio



Coast Guard Auxiliary photo by Lee Harrison

Utilizing a hands-on learning experience creates interest and motivates students to retain presented information. At a recent **About Boating Safely** course Flour Bluff and Corpus Christi Firefighters and EMTs clarify the concept of the 7:1 ratio scope and rode for anchoring to the rest of the class. From left to right Flour Bluff Fire Fighter EMT Bailee Bryant watches as EMT Cameron Morgan prepares to deploy the anchor. Corpus Christi fire fighters Bud Lewis, FFII Engineer EMT-P, and Roel Alaniz, FFI EMT-P, deploy the proper amount of line for their model vessel in normal sea conditions. Positive reinforcement for the class learning experience came during the Fourth of July patrol when the fire fighters in their vessel approached the Aux vessel to thank them for the class and asked the Auxiliary patrol to team up with them to help spot fires on the shoreline caused by fireworks.

Keys to Success

How to Put on a Great Public Education Class

By Mary Murphy, FSO-PE

Flotilla 79 in Rockport, Texas, consists of just 32 Auxiliarists and yet manages a robust Public Education program presenting multiple classes a year instructing a large number of recreational boaters. How is the flotilla able to do this? There are six key ingredients to their success: advance planning, multi-media

advertising, pre-class planning, a cadre of talented instructors, a pleasant classroom experience and follow-up.

Advance planning begins as soon as new flotilla officers are elected in the fall. At a joint meeting of the new and old flotilla officers, the dates for the next year's PE classes are discussed. Careful consider-

ation is given to community events in order to avoid conflicts and maximize exposure for the classes at local recreational events in our community and larger boat shows in neighboring cities.

Advertising is crucial to the success of any PE class, and we work very closely with our Public Affairs staff officers to dis-

seminate the word out about our activities. Walter Laas, the Flotilla Staff Officer for Public Affairs, makes sure that we have a presence at all the maritime events in our city including Seafair, the Nautical Flea Market, Aquafest and any large boat shows in neighboring communities. Laas created a “contact sheet” that permits those who stop by our booth to indicate if they are interested in taking a class, receiving a free vessel safety check, attending one of our flotilla meetings or possibly joining the Auxiliary. People give us their name and contact information and are called within a few days of the event by the Flotilla Human Resources Officer, a Vessel Safety Check Officer or the Flotilla Public Education Officer.

Our Flotilla works with the local Chamber of Commerce and participates at business programs to educate the public about boating safety. Flotilla 79 has also developed a partnership with the local yacht club to integrate our Recreational Boating Safety (RBS) message into their programs. Detailed flyers are posted on community bulletin boards, in restaurants, marinas, tackle and sports stores. Small quarter sheet flyers about our classes are placed in the racks at the Chamber for visitors. The relevant information is also sent to our local newspaper for publication.

Currently, our flotilla has nine members who are Instructor certified which creates a nice pool of experience from which to draw for both instructors and assistants. Two weeks to a month prior to the class date, the instructors are contacted to confirm their availability to teach. An Instructor’s Chapter Packet is delivered at least a week prior to the class. Each folder contains the following:

- a. copy of the chapter with all crucial information highlighted
- b. copy of the final exam with any questions from that chapter highlighted
- c. paper copy and a compact disk (CD) of the PowerPoint for that chapter so each instructor can practice their presentation and make important notes
- d. relevant handouts such float plans, pre-underway check lists, vessel safety check information and materials included in that chapter such as copies of the state regulations
- e. the time-line for the entire day including starting and ending times for each chapter as well as breaks
- f. the instructor uniform for the day – Tropical Blue

Students appreciate variation of voices and teaching styles so each chapter is assigned to a different instructor. All students are contacted by phone and email a few days before class to remind them about the course, to confirm attendance and to answer any last minute questions.

While teaching an eight-hour ABS class or a five-hour Paddlesports class can be a daunting task, sitting through a long class can also be hard on the students. Care needs to be addressed for their comfort. Students are warmly welcomed and asked to tell about their boating experience and what they hope to gain from the class. Instructors are introduced, the location of the bathrooms and emergency exits are pointed out, and students are asked to silence their cell phones. Breaks are frequent and snacks and water are included in the price of the course. There is an hour break for lunch. Participants are told that a test and presentation of certificates concludes the course. At the end of the class participants are informed about upcoming classes and are encouraged to invite friends and family to sign up for the class. Students are invited to attend future flotilla meeting and Fourth Cornerstone events.

Teaching adults is very different from teaching children. Besides frequent breaks, we have found that a relaxed, friendly

atmosphere encourages adults to freely ask questions, to mingle and share information. We try to encourage them to actively participate whenever the opportunity presents itself. In chapter one of the ABS class, students work in small groups to match the names of boat parts to an enlarged picture. The discussion of scope and rode in chapter 4 is a great time for teams to demonstrate the proper length of scope for various sea conditions. We ask students to simulate a cruise through the Intercoastal Waterway, passing by large blow-ups of the different ATONs and PATONs, while emphasizing the nuances of “Red, Right, Return”. Perhaps the best chapter for engagement is Chapter 5 when the bowline is demonstrated and practiced, and a PFD “Fashion Show” allows each participant to try on a different type of Life Jacket and explore their ratings and uses.

At the conclusion of the course, participants are encouraged to look at the questions they missed on the test, ask clarifying questions and discuss any misconceptions or misunderstandings. All students are thanked for their participation and asked to candidly fill out a class evaluation with suggestions for improvements.

The after action procedures are crucial to continued success of our classes. Concerns and compliments by participants are shared with all instructors and honestly discussed. Paperwork is promptly completed including giving a copy of the 7030s to each person who taught or assisted along with a short, personal thank you note. We have invited newspaper reporters to come to our classes, take pictures, interview students and write an article for their respective paper. It is important for the FSO-PE to analyze participant comments and to identify the top five or six most frequently missed questions. This information is shared with instructors and notes are made in the Instructors Chapter Packet. All of these small things tie up any loose ends and help to ensure that future classes will be even more successful.

2015 Valor Games Far West

Service to the Community



Coast Guard Auxiliary photo by Roger Bazeley

Many disabled veteran athletes participated in the archery competition. Volunteers assisted with organizing this popular event.

By Roger Bazeley, FSO-PA, ADSO-PB

Demonstrating a typically indomitable spirit, members of the U.S. Coast Guard and Auxiliary volunteered to support the 2015 Valor Games Far West, which was organized by the Far West Wheelchair Association.

This four-day event was held entirely at the first-rate athletic facilities on Coast Guard Island, Alameda from May 29th to June 1st. Members of the Coast Guard Auxiliary not only volunteered, but some actually participated in the games alongside active-duty Coast Guard members and members from other services. There were many different events to support such as the opening ceremony, sports events, and special dinners. Some Auxiliarists volunteered for all four days.

The Valor Games Far West is an introductory-level sports competition for Veterans with disabilities, who are eligible for VA healthcare. The competitions included; archery, biathlon, cycling,

the field sports of shot put and discus throw, powerlifting, indoor rowing and swimming. The games were funded in part by the United States Department of Veteran Affairs.

Among the hard working volunteers from the Coast Guard were Vice Admiral Charles Ray, Commander, Pacific Area; Commander Brady-USCG Coordinator, USCG Captain Bell and his wife Nancy, and Base Chaplain Captain McAlexander, and many other enlisted personnel. USCG Auxiliarists included: Simone Adair D11-F1-7 DCSO - Auxiliary Coordinator, Auxiliarists, Gail Giacomini-Expo Booth/PA, Roger Bazeley-Event Photography ADSO-PB D11, Robin Burns, Gary Kaplan, and many others in key support areas.

"I'm very proud to have participated as a disabled veteran athlete for the last two years and was honored to be asked to coordinate volunteers this year," said Auxiliarist Simone Adair. "My hope is that U.S. Coast Guard Auxiliarists that volunteered

will have gained a unique and inspiring experience assisting disabled veterans from all services and all eras."

Simone ended the competition winning multiple medals in swimming and other sports. There were also WWII veterans and Rosie the Riveters on hand at the opening and closing ceremonies. Vietnam War Medal of Honor recipient CAPT James Taylor was also in attendance during all four days.

It was an honor and a very rewarding experience for me to photograph and capture the moments of competitive spirit and courage among the participants as well as the comradeship, joy, and support expressed by all. I was in awe of the mobility and disability challenges that these athletes overcame to reach their personal competitive goals. Watching these incredible members of our community rise above their disabilities was truly inspirational.

Bravo Zulu! Semper Paratus!



Pier 36, Seattle, WA, Home to Sector Puget Sound, Port of Seattle, District 13, United States Coast Guard.

Coast Guard Auxiliary photo by AuxPA

Sector Puget Sound on the Rim: Will Auxiliary Communications be ready for the "Big One?"

By Michael S. Sealfon

Sector Puget Sound lies on the very active Pacific Rim earthquake zone, and all members of District 13 Team Coast Guard: Active Duty, Reserves and *Auxiliary* are preparing to effectively respond to a predicted high-magnitude earthquake.

Admiral Paul F. Zukunft, the new USCG Commandant, expects active Auxil-

iary disaster response. ADM Zukunft recently stated, "...when I look out five to ten years, I see more frequent and severe natural disasters that will press the Coast Guard into service. We're going to have to be *Semper Paratus*. When we say all hands on deck, clearly the Auxiliary is a key part of that. I see a potential growth in our portfolio of emergency disaster response activity, and

we'll be looking to the Auxiliary to be a key part of that response organization."

Many members of Sector Puget Sound Auxiliary Divisions have previously responded to local disasters including the Nisqually Earthquake of 2001, and the Delco Channel Oil Spill of 2003. Recent natural and man-made disasters in other Coast Guard Districts have demonstrated

the need to have Auxiliarists prepared and qualified to quickly and effectively respond, with the areas of communications and agency communications interoperability being vital Auxiliary functions.

To meet this need, focused communications training was initiated in District 13. Specifically, in 2012, Division 130-02 amateur radio operators conducted an initial amateur radio Technician-level licensing class and were able to license five members. To further augment the pool of Division 130-02 communication specialists, a special training program was initiated in the spring of 2014 by Karen McKeag, Flotilla 130-02-04, FSO-OP, to qualify additional Division-level Tele-Communications Operators (TCOs). Eight members successfully obtained their TCO qualification from this program. Furthermore, a dedicated group of District 13 amateur operators have initiated a weekly high frequency (HF) contingency radio net that is now an operational voice and digital communications system reaching from Seattle to Lake Tahoe!

In early 2014, the District 13 Continuity of Operations Plans (COOP) Officer Commander Katie Blanchard, USCG, requested Auxiliary participation be included for D13 COOP. The Division 130-02 Auxiliary Liaison subsequently participated in multiple COOP meetings, which culminated in a September 2014 tabletop exercise which assessed Sector Puget Sound USCG responses to a simulated magnitude 8.0 earthquake centered in the Seattle area.

The key points identified and learned during the course of this exercise were the following:

- ♦ The COOP plan would need to deal with the rapid devolution of mission essential Coast Guard functions to an alternative operational site,
 - ♦ There are three mission essential functions (MEFs),
 - ♦ Communications would be a function in which the *Auxiliary* would need to play a significant role,
 - ♦ The Auxiliary would be tasked to participate in the recovery phase at T+ 12 hours, and
 - ♦ Many Active Duty team members had experienced minimal contact with the District 13 Auxiliary, and thus were unfamiliar with their communications qualifications, experience, and level of dedication to *Team Coast Guard*.
- Many competent District 130-02 Auxiliary members are actively engaged in municipal and county emergency communications response, and are familiar with Emergency Operations Center (EOC) functions, directed nets, traffic handling and frequency interoperability! Some District 130-02 Auxiliary amateur radio operators participated in annual disaster preparedness exercises, i.e., *Amateur Radio Field Day*, during which they operated for up to 24 hours using emergency power and in primitive working conditions.
- To better respond to a severe earthquake, tsunami or volcanic eruption the Division 130-02 SO-CM assessed the communications skills, location, and ready availability of its communications-trained Auxiliary members. The Division 130-02 SO-CM identified 17 Division 130-02 amateur radio operators by communications qualifications and *Geo-mapped* them by ZIP code. In addition, the SO-CM sent a Survey-Monkey™ survey to each of these amateurs to identify:
- ♦ Level of activity,
 - ♦ Equipment capabilities,
 - ♦ Current operating frequencies,
 - ♦ Ability to operate VHF or HF mobile,
 - ♦ Primary job skill,
 - ♦ Whether retired or employed,
 - ♦ If they drive a 4-wheel drive SUV or truck, and
 - ♦ If they were currently Community Emergency Response Training (CERT) qualified. An additional benefit gained from the survey was that many of respondents stated they would be willing to participate in a local 2-meter amateur or Marine VHF weekly Auxiliary contingency radio net.

In coordination with the D13 COOP Officer, specific Auxiliarist *Disaster Response Skills* could be designated in addition to recreational boating safety as an area of focused individual District 130-02 member training for FY 2015. Training should include basic and intermediate ICS courses; classes to qualify additional Technician and General Class amateur radio operators and Auxiliary TCOs, and the creation of two-member mobile communication teams which would operate mobile VHF/HF equipment continuously for 72-hours. Three such Division 130-02 teams have already been identified and are be ready for rapid deployment in the Puget Sound area of operations. Five percent of Division 130-02 members have been identified as exceptionally qualified communications specialists and would be available to the D13 COOP officer upon request.

Hopefully, District 13 will not need to use the emergency communications skills of its qualified members. However, should they be requested, the Auxiliary will be ready, willing and able to contribute to the disaster response effectiveness of *Sector Puget Sound, Team Coast Guard!*

AuxAir Squadron 11N Intensifies Operations

By Ron Darcey, ADSO-PA

Since the 9/11 attacks, Auxiliary Air (AuxAir) staff in Northern California has made a considerable effort to demonstrate that Auxiliary Air, both locally and nationally, is a formidable force multiplier that can be counted upon whenever additional aviation assets are needed by the U.S. Coast Guard.

Beginning in 2012, Northern California's Coast Guard AuxAir Squadron 11N began patrolling along NOAA's Monterey Bay National Marine and Gulf of the Farallones Sanctuary. This Sanctuary is located along the north central California Coast.

The Coast Guard's Rotary Wing Air Intercept (RWAI) Program came into effect during March 2015 when the Coast Guard was assigned protection of our Nation's capital and other critical areas throughout the country. National Auxiliary air components began assisting by flying as intercept targets. This assistance helped during the training of H-65 air crew's interception of small aircraft that sometime trespass into restricted areas.

Within a few months Auxiliary Air support was reevaluated and that evaluation resulted in a new appreciation for the value of this small, but potent extension of Coast Guard air capability. From that evaluation, an increase in the use of AuxAir assets began.

Squadron staff began promoting the AuxAir Program to anyone who would listen such as partner agencies like Department of Fish and Game, National Oceanic and Atmospheric Administration (NOAA) Monterey Bay National Marine Sanctuary and the Gulf of the Farallones Seabird Protection. Squadron support was also integrated into Coast Guard Cutter support operations of commercial fishery protection.



Coast Guard Auxiliary photo by Dan Lavi

A squadron aircraft patrols low over the San Joaquin Valley's delta region.

Once these missions got underway, a special NOAA sanctuary patrol checklist was developed in concert with the squadron's operations officer. The NOAA checklist pinpointed specific sanctuary locations and boundaries along with associated restrictions, targets of interest, potential infractions, reporting methods and contacts that included California's Department of Fish and Game.

Another major focus included whale migration. Data to be collected included feeding habits, pod count and direction of travel during the peak months when the large mammals migrate along the California coast. Each coastal patrol concentrated the condition of the whales and if any become entangled in fishing equipment or buoys. Because migration periods bring whales closer to shore to feed, whale

watching has become a year-round activity that has grown into a popular attraction for both tourists and locals alike. Throughout the year, squadron crews monitor from above to assure whale-watching boats maintain an appropriate distance.

When the Japanese 2006 Earthquake Tsunami slammed the West Coast, the Marine Safety Office, Coast Guard Island, Alameda, requested Air Squadron assistance. A request was made to fly Safety Officers and Aids to Navigation Teams to assess damage to ports, harbors and marinas from the California/Oregon border to San Luis Obispo. Because the tsunami impacted the San Francisco Bay and many of its tributaries, squadron aircraft flew teams from Sector San Francisco over a period of many days. Once again the squadron's quick response and aerial pho-



Coast Guard Auxiliary photo by Leo Gross

Aircrew members conduct a briefing for an Aids to Navigation (ATON) verification training mission along the Carquenz Straights of San Francisco Bay. Left to Right: Dennis Caponigro, Brian Cliff, Ron Darcey, Eugene Wheeler, James Morford.

tography provided the accurate imagery needed to assess the extent of the tsunami damage and repairs needed.

During the conduct of Familiarization Flights, newcomer personnel were introduced to the rugged Northern California coast, the San Francisco Bay Area and the vast San Joaquin Valley Delta Region's thousands of miles of navigable waterways. This is an area that includes two deep-water shipping channels that lead from the bay to the ports of Sacramento and Stockton. Since Air Station Los Angeles will soon be relocating from LAX to Point Mugu, the squadron will also begin ferrying flights between both stations. This will include the rotational deployment of H-65 aircrews, logistical support, and the transport of helicopter air crews, personnel, aircraft parts and material between stations on-call.

AuxAir missions in District 11N are not just about flight time. Aviation oriented Flotilla 3-1 based at Air Station Sacramento provides a team of Operational Watch Standers and Auxiliary Aviators who crew C-130 aircraft missions. These personnel train on special equipment, and participate in pre and post mission briefs.

Because AuxAir aviators come from district flotillas, the squadron participates in a bi-monthly aviation dinner that provides a venue where all things Coast Guard aviation are discussed.

As the mission and operational profile of Northern California's Auxiliary Air Program continues to expand, the squadron has focused on creating an awareness of purpose. This focus has emphasized what an Auxiliary aviation asset can bring

operationally, tactically and organizationally to any mission asked of it.

As each year brings more challenges, Squadron 11N approaches each challenge with an attitude to "Bring Em On." As our squadron motto promises: **"Count on Us."**

Auxiliarists Volunteer for the 2015 San Francisco Boat Show

"Dockwalkers" Push Boating Safety and Pollution Prevention

By Roger Bazeley, FSO, PA, ADSO-PB

The "Dockwalkers" Program is the main education and outreach component of the California Boating Clean and Green Program (BC&GP). Since 2000, The USCG Auxiliary has been the main partner in the Dockwalker Program. This program's goal is to conduct face-to-face boater education to enlighten the public about safe and environmentally sound boating practices. The Dockwalker program compliments the Auxiliary Vessel Safety Check and Marine Visitors Programs, as well as Public Affairs/Public Education Events.

This year, BC&GP and the San Francisco Estuary (SFEP) staff invited USCG Auxiliary members to participate in the 2015 San Francisco Boat Show located in McCovey Cove and Pier 48. Auxiliarists worked alongside partner agency personnel to educate boat owners and potential boat owners about the possible sources of boat pollution, environmental impacts, marine pollution regulations, and clean boating practices that prevent pollution.

Boaters who visited the booth staffed by Auxiliary Dockwalker Volunteers, BC&GP and SFEP staff engaged boaters via a brief knowledge survey of practices, regulations and boating operation practices. The boating public was then provided with educational resources in a boater's kit that included information brochures and useful items such as an oil 'absorbent' for minor bilge or on board spills.

Key educational messages that were shared with boaters during the boat show included:

- Prevent oily discharges into the water. To prevent oily discharges, place an oil absorbent cloth in the



California Boating Program staff and Auxiliarist Holtzman talk to new boat owners at the San Francisco boat show booth about the boating knowledge survey.

bilge. Boaters can buy these absorbents at any marine supply store, and some marinas even offer them for free.

- Recycle used oil and oil filters. Many people are not aware that used oil and oil filters should be recycled and should not be thrown in the trash. Used oil is a hazardous waste and should be disposed as such. Most states offer oil recycling services and even some marinas accept used oil and used oil filters.
- Pump it; don't dump it. Use sewage pump-outs, dump stations or mobile-pump-out services, whenever possible. Remember, it is illegal to discharge untreated sewage anywhere within the three-mile territorial limit including lakes, rivers, reservoirs or coastal waters. The fine can be as high as \$2,000!

- Never discharge treated sewage into marinas, swimming/wading areas, a sanctuary, poorly flushed areas, lakes, reservoirs, freshwater impoundments or into a federal No Discharge Zones.
- Wear your life jacket, take a safety course and know the rules of the road. Check the ABCs of boating laws.

Participation in the Dockwalkers program is a part of the USCG Marine Pollution Prevention Program that is supported by a mandate from the USCG Commandant. Participation in the program also counts toward the annual marine safety service requirement of the Auxiliary Trident Program. Combining the Dockwalkers program with the conducting of Vessel Safety Checks helps to insure the safety of the boating public and to insure our marine environment is protected!

Coast Guard Auxiliary photo by Roger Bazeley



The Auxiliary's Role in the 1984 Summer Olympic Games

"The Olympics that forged the Coast Guard-Auxiliary Team"

By Doug Kroll, Ph.D.

In July and August of 1984, the city of Los Angeles hosted the Summer Olympic Games. Huge crowds of international sport enthusiasts were expected. Despite the Soviet boycott of these games, 140 countries sent teams, which was a new record. Among the least publicized, but from the standpoint of organization and security one of the most complex competitions of the Olympics, were the yachting events. The organizers expected as many as 5,000 spectator craft. To meet this challenge the Coast Guard assembled an "Olympic Task Force" of active duty, reservists and Auxiliarists under the command of Captain John P. Flaherty, Jr., USCG, Commanding Officer of the POLAR STAR (WAGB-10).

There was much more concern over security than over the spectator fleet dur-

ing the sailing and yachting events. These were Olympic Games held during the Cold War, and even though the Soviet Union and most of the eastern European communist nations were boycotting the games, there was still concern over terrorism. The memory of the terrorist attacks at the 1976 Munich games was also a recent memory. Hence, there were about four times as many personnel and vessels assigned to security than to spectator control. Coast Guard 11th District Operations Division was given the responsibility for planning and soon realized the Olympics would require a huge armada of boats for security patrols. All the small boats in the Los Angeles/Long Beach area were under the control of the Marine Safety Office Los Angeles/Long Beach. Those Coast Guard vessels that could be brought in

included four 82-foot patrol boats and 18 utility boats (32-footers and 41 footers)—but these would not be enough.

While consideration was being given to purchasing small boats for the games, Commander Tom Welch, Chief of the Boating Safety Division, suggested that they try to obtain Coast Guard Rigid Hull Inflatable Boats (RHIB) that were scheduled to be placed on all the WHECs. These RHIBs would be ideal for security patrols. They were small, fast and could carry a crew of four.¹ Eventually, 34 RHIBs would be assigned. In addition, 100 Coast Guard Auxiliary vessels would also play a crucial role in the Coast Guard Olympic Task Force. Approximately 1,000 regulars and reservists and 700 Auxiliarists took part.²

Beginning in April with the U.S. Olympic sailing trials, Coast Guard and Auxiliary vessels patrolled the racing area, ensuring the safety of life and property on the water. On 4 July, "Topsail '84," a 32 mile long maritime parade from Marina del Rey to Los Angeles/Long Beach, was patrolled by Auxiliary and Coast Guard vessels.

Regatta patrol duty during the Olympics was a less-than-pleasant experience. Sitting on station in an open boat under the California sun for hours at a stretch, and dealing with people on board the spectator fleet, many of whom had never taken an interest in sailing before, were a continuing source of exasperation. Tempers frequently flared when Coast Guardsmen and Auxiliarists had to tell boatloads of enthusiastic tourists to keep their distance from the race courses.

The Port Safety and Security Patrols were even more taxing. Small boats were on patrol 24/7 and at least three RHIBs were on patrol at any time. In order to conduct the extended around-the-clock waterside security operation, Captain J. H. Guest, Commanding Officer of the Marine Safety Office, realized that the patrol boat crews would need opportunities to rest while on station. Personnel and budget constraints necessitated that crews remain on exposed boats (RHIBs) for long hours. Captain Guest also realized that exposure and fatigue were clearly going to be the biggest problems. He would later say,

"There were only two choices, reduce the patrol hours with a resultant serious reduction in the security of our ports, or find some means to keep these boats underway with support from other sources. The obvious choice was to turn, as we often do, to the Coast Guard Auxiliary...."³

Coast Guard active duty and reserve personnel were on patrol for eight-hour watches, in a small vessel with little room to move around and no facilities of any kind. Some of the Auxiliary facilities were designated "Hospitality Vessels," with the job of hosting periodic 15-minute soft-drink, coffee, and sandwich breaks

for the regulars and reservists patrolling in rigid hull inflatable boats that constantly patrolled the harbor. This was the only chance for the crews, Regulars and Reserves of the RHIBs to relax and get out of the daytime sun or nighttime cold. They would pull alongside one of these Auxiliary "Hospitality Vessels" and be offered refreshments and the use of their facilities, aspirin (if needed) and conversation. Some of crews of the 32 and 41 foot utility vessels also took advantage of the Auxiliary "Hospitality Vessels."

Some of the Auxiliarists got into a friendly competition to be the best "Hospitality Vessel." Some Auxiliarists cooked fried chicken, lasagna and hot dogs for their RHIB crews. Another vessel handed out menus for the week. Lemonade was an appreciated thirst quencher during the heat of the day. During the cool evenings, coffee was always ready and many times, hot chocolate. Juanita Chancy, Port Security Support Coordinator later reflected,

"Many of the 'Coasties' had heard about the Auxiliary, but only a few had met us before. Working on Port Security Support was good Public Affairs for the Auxiliary. I feel it also united the 'family.'"⁴

That feeling was shared by the crews of the RHI on one of those vessels, Boatswain's Mate 2 Steven Kurkowski, sent a letter of appreciation to The Navigator:

As the old cliché goes—we couldn't have done it without you. We hope in the time to come that we can see you again. Best of luck, smooth sailing, fair winds, and who knows, maybe there will be jobs for us in Seoul, South Korea in 1988. For the Port Safety and Security RHIB Boat Crews – Thank You for the best Family we've ever had."⁵

The Olympics concluded with the yachting venue patrols in August. It was an outstanding Olympics for the U.S. yachting team which swept their events, winning seven medals in seven events (three gold

and four silver)—the best record of any U.S. team competing in the 1984 games.

Praise for the Auxiliary came pouring in after the Olympics had ended. Master Chief Boatswain's Mate G. K. Keen, Officer-in-Charge of POINT CHICO (WPB-82339) wrote:

"I think a large portion of the credit for the success of the Olympic Venue Operations belongs to the 11th District Auxiliary. When the regular forces arrived, we were greeted by an existing force that had a very strong can-do attitude and a high level of morale. This naturally carried over to all the Regular and Reserve forces. If any had a problem, they only had to share it with an Auxiliarist to find a solution."⁶

A farewell party on Charlie Charlie Dock on 8 August ended with a fireworks display from the *Queen Mary*. The following morning every Coast Guard vessel on Charlie Charlie Dock was flying an Auxiliary flag!

At the conclusion of the waterside events of the Olympics, a debriefing was held by the Coast Guard at the Long Beach Navy Base. Coast Guard Auxiliarists were invited to attend. The meeting was scheduled to begin at 0830, but as the Auxiliary buses were delayed, they were not present when the meeting began. There were, however, several hundred Coast Guard Regulars and Reservists present. Captain Flaherty, the Task Force Commander was speaking when the Auxiliarists finally arrived. As they walked in the Coast Guard personnel who had been part of the Olympic Task Force broke into applause and a standing ovation, drowning out Captain Flaherty's comments. He headed to the back of the room where the Auxiliarists were seated and apologized for starting without them. "You provided a family atmosphere on the dock for Regulars and the Reservists away from home. Thank you for your participation; you did a great job."⁷

Thirty years later, Captain Flaherty remembers the Auxiliary's participation very well.

The best thing that happened was having the Auxiliary and the Coast Guard boats all moored together. The Coast Guard boats were manned by active duty sailors and reservists. The Reservists brought some top notch law enforcement skills to the event. The Auxiliary brought good sailors, local knowledge, and a wonderful enthusiasm in having a role to make the water events safe. There were four Yachting Venues established for the several classes of boats that raced each day. Our boats, Coast Guard and Auxiliary, protected the Venues by insuring that restricted areas were not violated by spectator boats during the races. Our boats also had scheduled patrols of the surrounding local waters outside the race times. There were a couple of minor incidents at the Venues, and none I can remember from the patrols. What I do remember best is something the Auxiliary did and in my mind only they could have done it. On one of the first nights, before the yachting events began, out came the grills on the piers and boats, and food abounded. It wasn't long before it was one group, not Coast Guard and Auxiliary. I remember one enlisted sailor saying something about patrolling with the Smith's(???), "Man, can she cook." At our last all hands meeting, I thanked everyone for what they had accomplished and singled out the Auxiliary for their professionalism and for making us feel at home. I may well have said family because it is what I thought and would say today.⁸

On 11 February 1985, the Commandant, Admiral James S. Gracey, presented 1000 Regular, Reserve and Auxiliary personnel, members of the Coast Guard Olympic Task Force, the Coast Guard Unit Commendation for "exceptionally meritorious service." At the 11th Coast Guard

District Auxiliary Annual Conference held in Las Vegas in early December of 1985 RADM Schubert, USCG, Commander of the 11th District, presented the Coast Guard Unit Commendation to all participating Auxiliarists as well as individual awards to about four Auxiliarists who played key leadership roles.

That Auxiliary's participation in the 1984 Olympic Task Force gained them more than a Coast Guard Unit Commendation. Commander Tom Welch, USCG (retired) and the former Director of Auxiliary in D11SR believes that "After the Olympics, there was a noticeable difference in how Coast Guard leaders viewed the capability of Auxiliarists."⁹

That belief was put forth as the Olympics were ending when Rear Admiral Schubert, speaking to Regular and Reserve personnel remarked, "For many of you it was the first time you worked with the Auxiliary. It showed you just how important the Auxiliary is."¹⁰

It was during the 1980s that the Coast Guard leadership would gain an acceptance for the value and use of the Auxiliary as a "Force Multiplier." Besides their performance as part of the Olympic Task Force, it was about the same time that the stringent Boat Crew Qualification (BCQ) program began. Having essentially the same requirements as the Coast Guard's boat crew qualification, this program would gain acceptance of Auxiliary patrols. Soon Auxiliarists were assigned to do ATON patrols for floating and coastal aids to navigation and reporting of all discrepancies found. Then Auxiliarists were allowed to do chart corrections. Also during the 1980s Auxiliarists were being assigned as assistant watchstanders in small boat operations centers. This led to working radio traffic, gaining information and briefing the appropriate people. Soon Auxiliarists were allowed to serve as Assistant Watchstanders at District Operations Centers.



This increased acceptance and respect for the value of the Auxiliary would be officially recognized on 19 October 1996 when President Bill Clinton signed the Coast Guard Auxiliary Act of 1996, authorizing the Commandant to employ the Auxiliary in support of virtually all Coast Guard missions (except of direct law enforcement and combat).

NOTES:

1. Conversation with Tom Welch of 13 September 2014
2. *Navigator*, Winter 1980, p. 9. Auxiliary Coordinators would be Don Valentine and Herb Hass.
3. Quoted in *Commodore's Bulletin*, Oct. 1984.
4. *Ibid.* p. 17.
5. *Navigator*, *op.cit.*, p. 34.
6. *Commodores Bulletin*, *op.cit.*
7. *Ibid.*
8. Email to author of 31 August 2014
9. Welch, *op. cit.*
10. *Commodore's Bulletin*, *op. cit.*

Another Kind of Life Vest

A View from the Edge

By Tracey Mertens

This is why we do it.

I felt his tiny hands holding on to the heavy material of my orange Coast Guard dry suit before I actually saw him- a little boy who could not have been more than 3 years old, staring up at me with the widest of eyes. He never said a word, but he conveyed a lot in the moments that followed without a need for **them** — the type of moments that remind you on any given day the mission objectives may not be written entirely in your orders or delivered during the flight briefing.

We were standing in this remote Alaskan village to bring Santa to the community. Coast Guard Elves had loaded onto MH-60 Jayhawk helicopters three giant bags of gifts specifically selected and to be delivered to each child in the **village**. Additionally, we came to give eye exams. It was a 40-year tradition for Coast Guard Air Station Kodiak to make these annual deliveries to regions only accessible by boat or aircraft. **Now as I worked**, this little boy came to hold on to me. His parents had laughed and retrieved him several times, but he persisted. As I put away my photography gear, I found him back at my side for the third time. He was the quietest child I have ever encountered. Total silence and not even a gesture or demand, as each time he simply stood at my feet and gently touched my orange suit. On this third return, I lifted him into my arms, the place he clearly wanted to be.

If you have ever had a child make a quiet request of you, then you know the

power of it. He was shaking a bit and held on to me tightly, pressing his cheek against mine. For whatever reason, he did not want me to leave. So, we just stood there for a little while, and I rubbed his back and spoke to him softly. It occurred to me that this interaction truly represents the Coast Guard's higher mission. Some rescue swimmers carry teddy bears in their gear. Aircrew and boat crew stop to hold a hand when a survivor is full of fear and pain. On that day, we provided more than holiday cheer and eye exams. We gave the children a "puppy imprint," so they will always remember that helicopters and the orange suits are a safe place in a world sometimes filled with danger.

Support Beyond the Mechanics

Anyone who serves in the Coast Guard, whether as a Reservist, Auxiliarist or Active Duty member, will understand how this interaction applies to the public

we serve. However, I share this experience to illustrate a higher objective that shines through within the Coast Guard itself. In a military environment, with a strict focus on regulations, it is easy to get lost in the rules. Are you capable of looking past the rules to the members around you? Do you consider what support is needed to add to the safety and well-being of your team?



Coast Guard Auxiliarist Tracey Mertens, a Public Affairs Specialist and photographer for Air Station Kodiak, holds 3-year old Jason Nelson at a Santa-to-the-Villages event in Port Lions, Alaska, Dec. 1, 2014. Two MH-60 Jayhawk helicopter aircrews spent the day delivering Santa, elves, gifts and eye exams to this remote village on Kodiak Island.

Coast Guard Auxiliary photo by Seaman Gena Williams.



Coast Guard Auxiliary photo by Stephanie Lott, a Kodiak, Alaska photographer.

With more than 20 years' experience in civilian public relations, auxiliaryist Tracey Mertens is the designated photographer and social media representative for Coast Guard Air Station Kodiak, Alaska. Mertens earned second place in the 2014 JOC Alex Haley Awards for Outstanding Individual Achievement, the Coast Guard's highest recognition in public affairs. She additionally was awarded in 2014 with the Coast Guard History Foundation 2013 Heritage Award for Individual Achievement.

There are Lots of Different Kinds of "Life Jackets"

As an Auxiliaryist, whom do you have in your care today?

Is it the aviation survival technician just out of A-school standing next to you on the edge of the cliff, about to participate in his first vertical surface training experience? Could it be the aircrew about to deploy to a cold, remote island in the middle of the Bering Sea, who will be away from their families for four weeks? I view my role at the Air Station as more than being a public affairs specialist, photographer or writer. As the only Auxiliary volunteer who supports a unit of more than 300 members, I am as serious about the well-being of my team as I am about the operational mission. I attend as many meetings

and participate in as much training as I can— not because I have to nor to check my attendance off a To-do list, but because I believe the only way to truly support an active-duty team is to know what they do, how they do it, and most importantly, what they face. I may walk-in on any given day focused on the mission, but I recognize that embedded within the support **what** I am there to provide is the opportunity to deploy a greater level of sensitivity. To be the one person paying close enough attention to the active duty members around me, I remember to ask, "What do they actually need from me today?"

Being surrounded by team members willing to risk their lives to save others is humbling. Beyond my public affairs mission of reminding the public of the

work and sacrifices made each day by these service members comes the opportunity to participate at a level beyond going through the basics. The smile you offer, the cookies you bake, the extra photo prints you slide quietly into their in box remind each one of them, through cold and pain and hardship, how important they are to the world. In that moment as I put them on a helicopter in a blinding snowstorm, I believe they are just a little bit safer because they feel the energy that you shared, the consistency of your presence and your appreciation. They take those intangibles with them on their flight. You reminded them that they are superheroes, and that belief in themselves reinforcing their focus and abilities, just may be what helps them return alive.



Coast Guard Auxiliary photo by Mel Borofsky.

SAN ANTONIO, TX – Admiral Paul F. Zukunft presents Jacob E. Thayer with the Auxiliarist of the Year at NACON. The presentation was made at the Commodore's Banquet Saturday.

Jacob Thayer - 2014 Auxiliarist of the Year

Recognition for a Job Well Done!

By Maria Madison, SO-PB

The U.S. Coast Guard Auxiliarist of the Year award is one of the most prestigious awards presented by the Coast Guard Auxiliary. Only one Auxiliarist out of a membership of more than 30,000 is selected each year. On July 17, 2015, Rear Admiral Paul F. Thomas, Assistant Commandant for Prevention Policy, announced the selection of Mr. Jacob E. Thayer, Flotilla Commander of Flotilla 75, Austin, Texas, as the 2014 Auxiliarist of the Year.

Thayer was recognized as an Auxiliarist with exceptionally high standards of proficiency and conduct. Exemplary performance and impeccable appearance are the norm for him. His selection as the 2014 Auxiliarist of the Year was a fitting reward for his hard work and outstanding performance.

In November 2010, while still an undergraduate at The George Washington University in Washington, D.C., Thayer enrolled in the U.S. Coast Guard Auxil-

iary. In school he set high goals for himself and joined the Judge Advocate General Program after law school.

Thayer moved to Austin in 2013 where he transferred into Flotilla 75 and was elected as the Flotilla Commander in 2014. While serving as Flotilla Commander, he quickly achieved AUXOP qualification. During this time, he continuously studied, and shared his knowledge with his fellow Auxiliarists. He also served as a staff officer at the national, regional



Coast Guard Auxiliary photo by Bruce Schoenbucher

Lake Austin, Austin, TX – TV station KEYE reporter interviews Auxiliarist Jacob Thayer, the 2014 Auxiliarist of the Year award winner, on-air during a National Safe Boating Week lake event held on May 16, 2015. Thayer emphasized the importance of safe boating to the general boating public. Wearing a Life Jacket saves Lives!

and flotilla levels. Under his leadership the flotilla's membership and the number of flotilla members earning advanced qualifications increased by 25 percent. In the same year his flotilla earned the Silver Oar, the preeminent District 8 Coastal Region Award. Thayer's successful recruiting program increased the flotilla's membership substantially making it the largest flotilla in the District. For his outstanding Flotilla 75 performance, Thayer received The William John Mosheim Award for the most improved flotilla.

Establishing a professional and lasting relationship with the media was one of Thayer's important accomplishments. He realized early on that a continuing positive interaction with the local TV stations and the press was the key to furthering the Auxiliary's mission. He arranged for an on-air interview with the largest television station in Central Texas, KVUE that enabled him to publicize his flotilla's safe boating message during National Safe Boating Week (NSBW). NSBW, an

annual event held in May, is the kick-off to a weeklong awareness campaign promoting safe boating to the general boating public. Thayer's interview can be found at: <http://www.kvue.com/story/news/2014/05/28/2462044/>.

Thayer's participation in several major public affairs events throughout the year helped him share the Auxiliary message with thousands, including a U.S. Senator.

At the national level Thayer was part of the team that further developed the Auxiliary University Program (AUP). He served as a branch assistant working with an experienced team that assisted over 125 students through the program.

For three months, he worked full-time at Coast Guard Headquarters in the Strategic Management Directorate as part of Project Evergreen. The project team researched and analyzed possible scenarios the Coast Guard might encounter in the future.

When asked about this recognition, Thayer stated, "I am very honored to be selected for this award. To be recognized as

Auxiliarist of the Year out of approximately 30,000 Auxiliarists is almost overwhelming. Leading Flotilla Austin through a successful year was most gratifying. The Auxiliary University Program gave me a strong working knowledge of the Coast Guard. I received in-depth leadership training. As a staff officer, I worked on future projects that will have a national impact. Serving at the flotilla level gave me the opportunity to see plans become action enabling members to learn and grow. I look forward to many years of continuing service to the American people with the Coast Guard Auxiliary."

Members of Flotilla 75 are proud that their Flotilla Commander received this prestigious award. Supporting Thayer was an easy task for all members. He is very well liked, and all respects his leadership.

Thayer will be formally recognized as the 2014 Auxiliarist of the Year at the Auxiliary National Convention in San Antonio, Texas, on August 29, 2015.

Pride in Service

50 Years of Dedicated Service to the United States Coast Guard Auxiliary

By Hal Blaisdell

Membership in the U.S. Coast Guard Auxiliary for Commodore Henry G. and Mrs. Mary B. Pratt began on September 9, 1964. Like so many other members, their journey began with a safe boating class taken in Washington, DC, at the US Commerce Auditorium along with about 300 other boating enthusiasts. They currently live in Sea Pines on Hilton Head Island, South Carolina. They have been members of Flotilla 070-10-11 since 1990 when they transferred from the 5th District.

Commodore Pratt has served in various staff and all elected offices at the four levels of the Auxiliary organization. He was the National Commodore in 1989-1990 and served on the former Horizon Committee/Long Range Planning Committee for 12 years until it was dissolved. He was on the Coast Guard Auxiliary Association board of directors for six years and has been a board member of the United Safe Boating Institute, the BOAT/US National Advisory Council, the Coast Guard Reserve Policy Board and is currently a member of the Coast Guard Uniform Board.

He is an AUXOP, coxswain qualified and to this day is still involved in weekly water operations. At this time, he is the Division 10 Staff Officer for Operations, working closely with Sector Charleston, MSU Savannah, Coast Guard Air Station Savannah and Coast Guard Station Tybee.



Coast Guard Auxiliary photo by Mel Borofsky

SAN ANTONIO, TX – Admiral Paul F. Zukunft, Commandant, presents to Mrs. Mary Pratt and Commodore Henry Pratt plaques for 50 years of dedicated service. The presentation was at the National Commodore's Banquet at NACON.

As an example of his dedication to carrying out his duties as Operations Officer for Division 10 with accuracy and dedication, one only has to look back to the afternoon of July 16, 2006. Within one hour of receiving a phone call from Coast Guard Sector Charleston requesting assistance in closing the Savannah River and the Intracoastal Waterway due to the oil spill, Henry Pratt had the Auxiliary's Hilton Head & Savannah flotillas underway to assist. They secured the Intracoastal Waterway entrance on both sides of the Savannah River and allowed no boats into those waters until the spill was secured. This patrol lasted for over 24 hours and involved a number of assets from the flotillas. Working with the FSO-OP's of both flotillas, he coordinated the mission to ensure the river was secured both day and night.

In another incident, he and Mary were on vacation in 2008 when he received a call from Marine Safety Unit (MSU) Savannah that the Dixie Crystal sugar refinery on the Savannah River had caught fire, and the MSU was requesting assistance in the area.

From Florida he was able to coordinate a response by Division 10 flotillas for the next several days until the Coast Guard no longer needed assistance from the Auxiliary.

While residing in Arlington, VA (District 5), Mary served in various flotilla and division staff positions and was SO-SR 14 for eight years and DSO-SR 5 for six years. Mary and Henry attended the National Vessel Examiner School in Alaska and worked as a VE team for 18 years. She also participated in operations with her husband for a number of years. During the years of his climb up the elected ladder, she was Commodore Pratt's secretary and did all of his correspondence. In those days all correspondence was typed hard copy and mailed. Mary also served from 1989-1992 as the administrative secretary for two national Commodores.

The Coast Guard Auxiliary is truly blessed to have had Commodore Pratt and his wife, Mary selflessly serve all of those many years.

Auxiliarist George Latimer

Two Uniforms, One Devotion to Duty

By Maurice Clifton

In 1994, only two years after enlisting in the Coast Guard, then Seamen David Stone was transferred to Station Cape Charles where he first met Coast Guard Auxiliarist George Latimer. While Latimer has bonded closely with many who have come through Station Cape Charles, he shared a special bond with now Senior Chief Petty Officer Stone since both men served in the law enforcement community.

Prior to serving in the Coast Guard Auxiliary, Latimer served the citizens of New York City for 30 years, retiring as the chief of the New York City Transit Police. It was in 1977 that Latimer retired, married, and moved to his wife's hometown of Accomack, Virginia. Having always wanted to be a farmer, he started a poultry farm. "I had never been out of New York City in my life, but I wanted to be a farmer. My soon-to-be father-in-law used to laugh at me because he was a farmer (and knew how difficult the job was)," Latimer said.

Latimer's arrival on the Eastern Shore of Virginia ushered in two new chapters in his life, raising poultry and serving the Coast Guard Auxiliary. Latimer said, "I realized I'd made a big mistake. Is this all there is? Picking up dead chickens? Then I saw an ad in the paper one day that the Coast Guard was looking for pilots with planes. So, that's how I got involved [in the Coast Guard Auxiliary]." Since Latimer was an aviation enthusiast owning both a plane and holding a pilot's license, he started his second career as a volunteer pilot. After working his way up and becoming the air-coordinator for the Eastern Shore, Latimer decided to try something different. He purchased a 32-foot boat and transitioned from air to sea.

Stone said Latimer has always played an integral part of Station Cape Charles. "He has always been there for us for training and ready for operations. His boat was always available to do different training – towing,



U. S. Coast Guard Auxiliarist George Latimer

fighting fires, any other type of training we needed; and he always had his boat ready," Stone said.

Having conquered both air and sea, Latimer then took to land, where he still serves to this day as a Watchstander at Station Cape Charles. Latimer carries the title of "Grandfather of the Unit" and even took to having morale parties at his house. "Where else can an 85-year-old find young people willing to have him around? It's a great feeling," Latimer said.

As a member of the family, Stone said, "When George needs help around the house, usually it's one of us around the station who goes."

Often referring to those who come through Station Cape Charles as his children, Latimer said, "The hardest part of

my job here is that I'm the only one with a permanent billet. I watch them come in, bald headed, rigid and scared, and four years later, they swagger out salty as can be. It's great to see them grow, and I'm proud of them. They're my family."

"I've been very fortunate overall in having officers in charge who have been fantastic people," said Latimer. "That's really a big part of the secret of my success, people like Chief Stone. It's really a family. Coast Guard Station Cape Charles is a part of my life – a very serious part. I'm proud to be here."

As generations of Coast Guard men and women serve at Station Cape Charles, Latimer will continue to be an integral part of their professional development and exemplifies the service's core values of honor, respect and devotion to duty.

Charles S. Greanoff Inspirational Leadership Award for 2015

The Charles S. Greanoff Inspirational Leadership Award recognizes the most exemplary performance by a Flotilla Commander during the calendar year. Only those Flotilla Commanders who demonstrated sustained, exceptional standards of proficiency and conduct, and whose appearance and bearing were consistently impeccable, shall be considered for nomination. The winner of the Charles S. Greanoff Award for 2015 is Jeffrey G. Geddes District Eighth Western (085).

Geddes recognized the need to inspire the members of Flotilla 01-04 and reinvigorate them to want to become the pride of the division. To accomplish this he became extremely familiar with the Auxiliary Policies and Procedures, which he used to share with the flotilla members the many opportunities available to each member and what they can provide to the community they serve. Focusing on education first for not only himself but the flotilla, he became a role model and was a key mentor to many of the individuals who now are Information Technology, Public Affairs, Publications and Vessel Examinations certified, increasing the numbers of individuals in these positions by over 100 percent. Geddes served in various staff offices to advance the professionalism and public awareness of the Denver based flotilla. He was quick to include other flotilla members to work alongside of him to accomplish this task.

Geddes used his knowledge Chief Technology Officer of a statewide trade association and applied some of that knowledge to leverage the Internet and social media outlets to promote missions of the USCG Auxiliary and established a proper domain name, creating professional

email accounts for use by the team members. In addition he set the example by serving as Program Visitor Officer, Public Affairs Officer and Communications Services Officer.

Geddes requested to be appointed as Diversity Officer and throughout 2013 and 2014 continued to motivate and inspire his shipmates to increase their activities and recruit more members to the flotilla. Due to his drive in this area and the professional speakers he has brought to the meetings, flotilla member are increasing their awareness of diversity and membership of minorities.

During the serious 2013 Colorado flooding Geddes was instrumental in rallying the USCG Auxiliary efforts to assist the community in this unprecedented and historic time of emergency. This resulted in the highest number of members from a single flotilla within the division participating in the relief effort.

Since becoming the Flotilla Commander in January 2014, he has worked tirelessly to ensure that the needs of each flotilla member is known and is being met by the organization. He created a member goals assessment form to solicit direct feedback from every member. He recognized the need for a greater emphasis to be placed on member mentoring of new members to inspire and influence them to participate in mission

areas. Jeff Geddes created the position of Mentorship Coordinator, designed to meet the needs of an influx of newer members. He placed high value on cultivating relationships with Auxiliary partners, most especially the Boy Scouts of America and the Sea Scout and Venturing Program.



Coast Guard Auxiliary file photo



Coast Guard Auxiliary photo by Brian McArdle

Auxiliarist Ted Hobson and Walter Montross check a shipping container.

Flotilla Members Assist in Container Inspections

By Brian McArdle

Answering a call for assistance, five members of U.S. Coast Guard Auxiliary Flotilla 33 assisted a joint task force at Norfolk International Terminals. In addition to Flotilla 33 members and active duty Coast Guard personnel, the task force consisted of Homeland Security Agents, Custom Border Patrol and local police.

The purpose of the task force was to inspect containers and their contents coming into the port for shipment around the world. "Although containers are inspected on a regular basis, the task force conducted

a more thorough check of container contents, shipping papers and structural integrity of the containers," explained Walter Montross, Flotilla Vice Commander. "Today's focus was on shipment of hazardous material."

Flotilla members assisted with container inspections throughout the day.

"The same day we were working with the task force, the Associated Press reported that four people were charged with conspiring to illegally ship a large number of guns and ammunition to Syria," stated Wally Jachimski, Flotilla

Commander. "As a member of the Auxiliary, it is rewarding to know that you are contributing to the safety of our country."

Flotilla 33 members participating in the Port Security Task Force were Wally Jachimski, Ted Hobson, Brian McArdle, Walter Montross and Ted Tulis.

Auxiliary in Action



The Aux Chefs along with the CG Chefs at the Sector Delaware Bay Change of Command Ceremony on May 22, 2015, helped prepared the food and the cake for the event. AUX Chefs Judith Wachsmuth and Donald Gerhart also served a variety of bagels to guests at the ceremony.



Coast Guard Auxiliary photos by David Lau.



Coast Guard Auxiliary photo by Joseph Giannattasio

CAPE MAY, NJ – An osprey observes a passing Auxiliary vessel from its nest built upon a daymark in the Intracoastal Waterway. Each year these magnificent birds construct new nests on pilings that contain USCG Aids to Navigation (ATON) for the season even if an old nest is still there. The osprey is a threatened species, making it illegal to disturb or remove the nests until the Coast Guard verifies that they are abandoned.



Coast Guard Auxiliary photo by Joseph Giannattasio

DEVIL'S REACH, NJ – Sunrise image of the morning sun's rays painting the National Ensign and Auxiliary Patrol Ensign flown from the stern staff aboard an Auxiliary surface facility preparing to make way under orders.



Coast Guard Auxiliary photo by James Chin

Auxiliary Rick Schal is part of the USCGC *Eagle* crew and has spent the past 5 weeks on the *Eagle* seeing both icebergs and tropical waters.

Auxiliaries Rick Schal (Left) and Peter Talamo (Right) prepare to hoist up a flag commemorating the U.S. Coast Guard Auxiliary's 75th Anniversary onboard the USCGC *Eagle* during her visit to New York City.



Coast Guard Auxiliary photo by James Chin



The USCG Auxiliary salutes all who served and those that continue to serve. Here, Auxiliarist Fred Simmons salutes an active duty Coast Guardsman on behalf of the USCG Auxiliary before marching in New York City's Veterans Day Parade.

Coast Guard Auxiliary photo by James Chin

At the request of Auxiliarist Dave Porter, LCDR Andy Frye demonstrates a proper salute to Auxiliarists before they take their posts on-board USCGC *Campbell* during Fleet Week 2014 in New York City.



Coast Guard Auxiliary photo by James Chin

Recreating the Forever Stamp

An exciting photographic assignment

By Jerry Edelen, DSO-PA

Auxiliarist photographer David Lau assisted the Coast Guard in recreating the painting that was used in the U. S. Postal Service's forever stamp commemorating the Coast Guard's 225th Birthday in photographs. Fifteen million of these stamps will be issued.

More of David's photographs of the shoot can be found at <https://www.dvidshub.net/search?q=david+lau#VdS1hbJViko>

David Lau is a member of Flotilla 17-02, Fifth Northern District. He is also a member of the Auxiliary's National Photo Corp. A professional photographer by trade, David has been on blanket orders for two years to support Sector Delaware Bay. He has extensive experience with aviation photography, and his talents have been used in the past to support aerial shots of the cutter Eagle, a three-masted sailing ship known as "America's Tall Ship," and the training ship of the U. S. Coast Guard Academy.

The "stamp shot" took place in the Atlantic Ocean 93 miles away from the helicopter base, Air Station Atlantic City and involved two MH-65 Dolphin rescue helicopters, the cutter Eagle, and The Coast Guard National Security Cutter James. One of the helicopters was used as a photography platform.

The day began as a humid, hazy day and then cleared to photography perfect! For the photography shoot, David used Nikon D4 and D810 cameras and three separate lenses.

He took his shots sitting in an open door of the helicopter attached with a gunner's belt to keep from falling out.

The 100 miles the helicopters had to fly to the location of the shoot required an hour flight time there and back. The intensity of the shoot was high and it was done in 30 minutes before heading to Long Island for refuel. The entire assignment took over 200 images composed with different combination of USCGC Eagle, the new security cutter James, the MH65 with each cutter and the stamp shot which eventually produced the "stamp shot!"



Washington, D.C. – The U.S. Postal Service will release a "Forever" stamp in honor of the U.S. Coast Guard on Aug. 4, the 225th anniversary of the founding of the Service. This year is also the 100th anniversary of the Coast Guard's merger with the Revenue Cutter Service and Lifesaving Service. The Post Office receives up to 30,000 requests a year for a stamp and in recent years, an increasing number of requests have involved the Coast Guard. The stamp depicts a MH-65D helicopter flying over the Coast Guard Cutter Eagle. The back of the stamp will display the Coast Guard's motto "Semper Paratus — Always Ready." The Oregon-based aviation artist William Phillips designed the stamp.

David summarized the entire exercise well, "The pilots and the crews of both cutters were amazing. It really didn't matter how good I was as a photographer, it was the team effort that produced the results!"



Coast Guard Auxiliary photos by David Lau

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Coast Guard Auxiliary photo by David Lau

PHILADELPHIA – Billowing sails of USCGC EAGLE waft in the breeze sailing up the Delaware River for the Tall Ships Challenge Philadelphia Camden 2015. The USCGC Eagle (WIX-327) is a 295-foot barque used as a training cutter for future Coast Guard officers. She is the only active commissioned sailing vessel, and one of only two commissioned sailing vessels in American military service. The Tall Ships Challenge is an annual event, which drifts in a three-year cycle between the waters of the Great Lakes, the Pacific and the Atlantic coasts of North America.