



NAVIGATOR

The U.S. Coast Guard Auxiliary Magazine | 2016 Annual



National Bridge

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ON THE COVER:

The Coast Guard Auxiliary National Bridge, 2017: National Commodore Richard A. Washburn (front), Vice National Commodore Larry King and Linda Merryman, Deputy National Commodore, Information Technology & Planning (Second Row, Left and Right), and Bert Blanchette, Deputy National Commodore Pacific Area & Mission Support, Alex J. Malewski, Deputy National Commodore Atlantic East & Operations, and Edward Monaco, Deputy National Commodore Atlantic West & Recreational Boating Safety (Third Row, Left, Center and Right).

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In Back



Auxiliaryists Robert Miller, Joseph Giannattasio, and Melvyn Borofsky (left to right) preparing to photograph the *Navigator* 2016 cover.

Coast Guard Auxiliary photo by William A. Coby

Coast Guard Auxiliarists – Making a Difference – Every Day

By Commodore Mark Simoni, National Commodore, United States Coast Guard Auxiliary



That's what Coast Guard Auxiliarists do, they make a difference. Every day. Whether it is preventing boating accidents by walking the docks and conducting Vessel Safety Checks or teaching boating safety classes, Auxiliarists provide a valuable service directly to the boating public. While serving as radio watch standers for Coast Guard and Auxiliary units, being the eyes and ears on the water and in the air, prosecuting search and rescue cases, Auxiliarists are there, making a difference, supporting the Coast Guard and keeping the American public safe.

In an era of constrained financial resources, the Auxiliary continues to excel at its No. 1 service priority: to promote and improve Recreational Boating Safety. Under this broad directive, the Auxiliary

continues to innovate, providing for the first time a variety of electronic and online public education tools for the boating public. Recognizing the growing impact of human powered vessels on our waterways, the Auxiliary has partnered with the American Canoe Association to develop and deliver an updated paddling course. To increase outreach to this burgeoning segment of the on-water community, the Auxiliary has developed AUXPAD, our first national on-water paddling outreach program. Along with traditional RBS missions, the hard work of Auxiliarists and their RBS partners continues to bring and hold the number of boating accidents to historically low levels, including the reducing the number of boating injuries to a record low in 2015.

What makes an Auxiliarist tick? What inspires them to serve in support of the Coast Guard and their fellow citizens? It certainly is not easy to be an Auxiliarist. Members receive no pay for their service; they must pass a lengthy security screening, complete mandated training and purchase a uniform. They undergo specialized training programs for the missions in which they wish to participate, as well as work to maintain proficiency by performing currency maintenance tasks. And yes, there is paperwork to fill out.

At a time when most volunteer organizations in the United States can expect to see about one-third of their members depart every year, the Auxiliary has averaged a less than 11 percent annual turnover for the last five years. As noted above, the Auxiliary is not the easiest organization to join. But once members are on board and receive proper training and mentoring, they are ready to do amazing things. What is the motivation? It may be the proud tradition and worthy mission of the Auxiliary and our parent service, whose life saving and humanitarian history is known and revered around the globe. It may be the opportunity to be a part of something much larger than yourself; Team Coast Guard. As a part of that team, Auxiliarists are put in positions where their volunteer contributions can make a big difference. This is rewarding work.

If you are an Auxiliarist, I want to thank you for your service. There are other things you could have done with your time, your talent and your treasure, but instead, you chose to serve your Coast Guard and your country. You chose to make a difference — each and every day.

Semper Paratus.

A Ready and Capable Force

By Commodore Richard A. Washburn,
Vice National Commodore, United States
Coast Guard Auxiliary

The United States Coast Guard Auxiliary is expected to provide the Coast Guard with a ready and capable force. That is our mission. We often hear the term force multiplier when we speak with our active duty partners. So what does this really mean and how do we accomplish and maintain such a force?

We accomplish this with our people. The stellar men and women that make up the Coast Guard Auxiliary. Volunteers that devote their time and resources without hesitation. It then progresses and develops into our Flotillas. This is where the rubber meets the road. The Flotilla is the core of Auxiliary programs and is on the front lines of this ready and capable force. The Flotilla is the starting point for developing a ready and capable force. It takes a diverse membership with many skill sets and personalities to be an effective force multiplier. Let us not forget, we are in the people business, first and foremost. We serve the Coast Guard and the public at large.

As senior leaders, it is our mission to provide the necessary tools and guidance to membership in creating and developing this force multiplier. The Auxiliary has outstanding training programs in not just Recreational Boating Missions, but over 50 other missions as well. We, and the Coast Guard, need Pilots, Boat Crew, Coxswains, Chefs, Interpreters, Radio Communicators, Clergy Support, Recruiter Support, Vessel Examiners, Program Visitors and Instructors, etc. The list goes on and on. Along with all these programs we need mission support capability to administer

and document these programs. Training, Human Resources, Public Affairs, IT support are all key to providing, developing and maintaining this ready and capable force. Members can either do the mission or they can support the mission.

The Auxiliary is not an easy organization to be a member of. It takes self-motivation, drive, instinct, patriotism and a host of other personal characteristics to effectively serve the Coast Guard, the public, and ultimately our nation. We need all hands on deck to contribute to the Coast Guard mission. Every member has an opportunity and something to contribute. Our members have raised their hand willingly and taken an oath to serve. As a member, whether you are new, elected,

appointed or experienced we are all leaders. Leaders take care of their people; they lead by example, listen effectively and are accountable. This applies to all of us as a member of the Auxiliary.

The expectation level is high in the Auxiliary. We expect you to follow our core values of Honor, Respect and Devotion to Duty. The Auxiliary in return will provide a lifelong opportunity for you to be part of something bigger than all of us — the opportunity to be a servant leader. Nothing can be more honorable than being a servant leader. We are part of the best trained and most valued maritime volunteer organization in the world. That says it all. Better yet. SEMPER PARATUS says it all.





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 2016 in Phoenix, AZ, he shares his vision for the Coast Guard and the Coast Guard Auxiliary. Commodore Dale E. Fajardo, Assistant National Commodore-FORCECOM, conducted the interview.

Commodore Fajardo: As always, thank you for taking the time to meet with us today, Admiral Zukunft. We are at the midterm of your four-year tenure as the Commandant of the United States Coast Guard; please give us your thoughts regarding the past 24 months.

Admiral Zukunft: I would actually go back 36 months ago, Dale, as Admiral Papp was entering his last year as Commandant. We were struggling at

that point to get the support we needed to recapitalize the Coast Guard, and he was fighting the good fight. Some of us on the sidelines saw more resistance than we did in advocacy for the Coast Guard. So, when I came into this job I said, "I am going to have to build advocacy for the Coast Guard if we are going to recapitalize." First of all, advocacy for the Coast Guard within the Department of Homeland Security, but also advocacy on both sides of the aisle within our Congress. Quite honestly, I'm pleasantly surprised with the wide array of advocacy we have for the Coast Guard today. Our acquisition budget doubled for 2016. We were struggling to get 8 national security cutters on budget. We had a ninth one added. In three weeks we are going to award the offshore patrol cutter. Very exciting and we are moving that project

forward. We awarded the final phase to build all 58 fast response cutters. There is a mark in the 2017 budget, a real mark, to the tune of a billion dollars that addresses heavy ice breakers as well. That's the bonus: it is a bonus, but it has been a long time in coming. Quite honestly, we are about 10 years behind where we need to be to get that program up and running. We are in a very good place in terms of our acquisitions right now, but, there is the operations side, the day to day operations, and that is the next piece I need to work on for the next two years during my term as Commandant.

Commodore Fajardo: The Rise and Convergence of Transnational Organized Crime Networks and the Imperative for Southern Maritime Border Security are listed as key Strategic Challenges in your midterm report and issues related to these

are reported in the media frequently. Could you give us an update regarding the Coast Guard's efforts in dealing with these issues that would be of interest to the Auxiliary or the public?

Admiral Zukunft: Most people do not realize that one of my collateral duties is that I am the Interdiction Coordinator within the Office of National Drug Control Policy. People say, "What does that mean?" It means you work with the whole government to improve our efforts in stemming the flow of drugs destined for the United States. So, how do you do that? Well, first, how do you build unity of effort among a number of organizations for which I have no command and control over whatsoever? So we all get in a plane together, a Coast Guard plane — how convenient — to meet with senior leadership in Colombia, in Panama, in Honduras, in Guatemala, in El Salvador, in Costa Rica, the governor of Puerto Rico, and to a person, they are saying that when these drugs come ashore they are like a toxin — violent crime goes up, rule of law goes down. These drugs are destined for your country, the United States. If you can stop these drugs at sea, before they come ashore, at least we have a fighting chance in improving the security environment of our country and then the economic prosperity of our country as well, but it begins with stopping the drug flow. So my takeaway from that is that we have always just looked at the volume of drugs we remove, but we do not look at the consequences. The real consequences of cocaine are that it truly is a toxic element when it lands in these Central American countries to the point where their children flee these violent countries and find safe haven in the United States. So, how are we doing this year? We had great year in 2015. We doubled down on the Coast Guard presence and removed 191 metric tons of cocaine. We brought 700 smugglers into the United States for prosecution. The prosecution rate is nearly 100 percent. In Honduras, the prosecution rate is 2 percent. So, they are being brought to justice. How are we doing this year? We're still into fiscal year 2016. We have already surpassed 267 tons of cocaine

removed. This will be a high water mark in Coast Guard history. So, presence matters. We are the only game in town when it comes to who has presence and authority in these transit zones, and it has been a great Coast Guard story to tell.

Commodore Fajardo: The areas related to commitment to excellence and ensuring we have the right and optimized workforce for the future were also mentioned in your Midterm report. What can the Auxiliary do to support or ensure alignment with these areas?

Admiral Zukunft: God Bless our Coast Guard Auxiliary, first and foremost. Just over 28,000 strong with just about 28,500 Auxiliarists today that contributed over 4,000,000 man-hours in conducting or supporting Coast Guard operations. Over 5,000 search and rescue cases; 250 lives saved. Often times you think of these as numbers...these are people, they are real lives. These are families that we would call and say, "We searched, but could not find your loved one," and we would end up providing closure. But we did not have to do that for the families of those 250 people. So what am I looking at in the future for the Coast Guard Auxiliary? I will share with you that I just came back from Greenland. I was not there on vacation; it was work. We have a strategy for the Arctic. When you start hearing terms like "climate change," where is ground zero? Well, believe it or not, it is in Greenland. We flew over rivers that were runoff from glaciers in the ice fields of Greenland pouring into the Atlantic Ocean. We saw more icebergs in the North Atlantic than we have ever recorded in history. It was an iceberg from the Jakobshavn Glacier that we stood next to that the Titanic hit in 1912. What is happening is that sea levels are starting to creep up. In fact, it has crept up to the point where a village in Alaska, Shishmaref, where they are abandoning ship, so to say. They are leaving their island because sea levels have come up. There is a village in Louisiana populated by Choctaw that have abandoned their dwellings as well because of rising levels. As the sea level rises, well, guess what? The Coast Guard responds and runs to those events. And

our Coast Guard Auxiliary runs to those events. I see us running to more of these events in the future than we have in the past. I am going to need the Coast Guard Auxiliary at our side if we are going to be *Semper Paratus* for this change that is in the wind right now.

Commodore Fajardo: The FY 17 budget also supports accelerating the recapitalization of the service's fleet of icebreakers. The nation has only one operational heavy icebreaker, the *Polar Star*. How many icebreakers are needed to meet Coast Guard mission requirements in the emerging Arctic?

Admiral Zukunft: There is a mark in the 2017 budget. Whether we actually have an appropriation for 2017, all that remains to be seen. Honestly, with all the change in the Presidency and with that all the level Cabinet and our administration at the Department of Homeland Security, it is hard to predict when we will have a budget and an appropriation, but the fact is that there is a mark in there right now. We have been holding industry meetings on ice breakers. We have known for 15 years that we need to recapitalize our heavy ice breaker fleet. The *Polar Sea* has now been laid up for five years. We have done an assessment on *Polar Sea*. We have not put down what it would cost in dollars to bring the *Polar Sea* back, but what helped us bring the *Polar Star* back to life was that we were able to cannibalize parts from the *Polar Sea* and put them in *Polar Star*. Now, the reason is that some of these parts are 45 years old. The shipyard that built these two ships is no longer in business. There is not a wide variety of spare parts to keep these ships running. We held an industry day back in March. Now that we are talking serious money, we met with over 300 representatives of industry, internationally as well. Realize that if you are serious about building ice breakers, we want to build one of those. So, at the end of the day, how many do you need? So, if you build one icebreaker that would replace the *Polar Star* and you still have no self-rescue capability. Last winter, which was summer down in Antarctica, *Polar Star* suffered an engineering casualty. It did not



Coast Guard Auxiliary photo by Joe Giannatasio

Phoenix AZ — A behind-the-scenes perspective of an interview between Admiral Paul F. Zukunft and Commodore Dale E. Fajardo at NACON 2016.

have a spare part. It would have terminated the mission, yet creative Coasties found out that one of the crew members had, believe it or not, a surfboard repair kit, and they used the fiberglass patching from that surfboard repair kit to fabricate a slip ring that was able to get the job done from them, and they were back in business again. But I cannot be counting on that type of ingenuity. *Polar Star* is going to time out. If we build a new icebreaker, we are still back to one. The minimum we need is what's laid out in a high latitude study performed by an independent third party that sees at minimum three heavy icebreakers and we need three medium ice breakers, but first and foremost we need the industrial capacity and capability to build these ships in the first place. We have not built a heavy icebreaker in the United States in 40 years. We need to bring that engineering expertise back to life again and we can do so here in the United States. I am looking forward to seeing that happen.

Commodore Fajardo: Regarding concept of *Duty to People*, what can we as Auxiliarists do to ensure a climate of trust, respect and dignity?

Admiral Zukunft: You know, the thing that bothers me the most, Dale,

as much as sexual assault bothers me, is suicide in the Coast Guard. We've lost 62 lives in less than five years due to suicide. I write condolence letters to every one of those family members whose loved one has decided to take their life. When I visit our units, almost without fail, I will see an Auxiliarist standing the watch and they have a special relationship with our Gold Side Coast Guard standing the watch. It's as almost if they are that big brother or big sister that our people can confide in. I think that is another area where our Auxiliary can pay great dividends. It might be something as straightforward as, when they hear our people talk, ask this very frank question, "Are you thinking about killing yourself?" It is a very difficult question to ask, but gauge that reaction you hear. We've got all the tools that we can bring to bear to help people through a dark period in their life, but it pains me when I see people making permanent solutions to temporary problems. Sixty-two people... If we had 62 people lost in aircraft mishaps, boat mishaps, we would shut down the Coast Guard and say "We've got a problem here." But we do have a problem with suicide. And I think our Auxiliary can help us there professionally in our *Duty to People*.

Commodore Fajardo: It was heartening to see the Auxiliary mentioned both in words and imagery in the midterm report: thank you. What are your recommendations to us, as members of the Coast Guard Auxiliary, to help ensure that we serve our nation through our work as part of Team Coast Guard? Likewise, are there key priorities that we as Auxiliarists need to consider moving forward?

Admiral Zukunft: Well, some might say, maintain course and speed, but the first thing is, we are on all seven continents at different point in time of the year, probably in well over 100 nations. We have become a global Coast Guard whether we realize it or not. Now, the only way you can advance our national strategic objectives in many of those countries is that you have got to be able to communicate. Fortunately, we have got nearly 450 linguists within the Coast Guard Auxiliary conversant in 56 languages. That's the United Nations. When you start looking at the maritime model of today, I will be at the International Sea Power Symposium later next month in Newport, Rhode Island, and we'll have probably 60 to 70 maritime nations there at that event; most of them are not looking to build big navies.

When they look at maritime threats in their waters, they see illegal fishing, human trafficking, search and rescue, oil spills, basically almost everything except ice in the Coast Guard's 11 statutory missions. They want to be like the Coast Guard. When I was in Greenland just recently, Greenland is three times the size of Texas with a population of 56,000 people; they would like to have a Coast Guard Auxiliary. When I look at these linguists and how they operate internationally by our Coast Guard Auxiliary, not just Coast Guard Gold, but Silver has become the gold standard, if you will, for coast guards worldwide. There's one other one I want to focus on as well. The Department of Homeland Security is looking for its civilian workforce to be that volunteer surge workforce during a natural disaster. Well, if you are going to surge and if you have not had ICS training you are actually a liability, and you are not really augmenting that response. We have been called to look at our civilian component to be that surge force for disasters. Now, our civilians that go off to be that surge, they are the ones that are in our mission support business. So, we're surging operations, but we just stripped away all of our mission support personnel. Your tanks are going to come rolling to a stop, so to speak. It's going to be like the big Battle of the Bulge. Now, I am looking at our Auxiliary and some of your unique skill sets, and I have seen them up front and personal during Deep Water Horizon. We could not have pulled that off without our Auxiliary. As I look at it, if there is a need to surge, especially with climate change, more disasters, our Auxiliary can be a tremendous asset, not just to the Coast Guard, but to our Nation.

Commodore Fajardo: Knowing that Coast Guard Discretionary budgets aren't expected to change and with the impending change in the administration as a result of the general election, what can the Auxiliary expect to see in the next 12 months and how should we prepare accordingly?

Admiral Zukunft: Well, if you listened to my State of the Coast Guard Address, I told everyone—our Active,

Reserve, Civilian, Auxiliary—that we are going to remove “Do More with Less” from the Coast Guard lexicon. It's my job as a Service Chief to campaign to build our operating fund base. As I alluded to earlier, our acquisition budget doubled in 2016, but our operation and maintenance funding is actually funded below the Budget Control Act threshold. So, if you can envision that we are swimming underwater looking up at the surface of the ocean, which is the worst case funding level to be at. My other Service Chiefs are somewhere above the water looking down hoping that they never get down to that level. We need to at least get up to Budget Control Act funding levels, but I need to convey that to our authorizers, to our appropriators, and that is my job to do because it does impact everything we do in the Coast Guard including AUXDATA (Editor's note: AUXDATA is the information technology system that coordinates all aspects Coast Guard Auxiliary record keeping.) We need to provide a permanent fix for that, not put Band-Aids on it, but we can only do what we can afford. We need to be funded at the right level to do that, and it's my job to carry that load.

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

Admiral Zukunft: The new normal for any disaster, and I look out five years from now, the 100-year storms are happening every 3 or 4 times in a decade, so we are seeing more frequent events. We just saw flooding in East Baton Rouge — places that have not flooded in a thousand years. What's happening in this world around us? We've got drought; we've got fire. We've got flooding where we haven't seen flooding before, and we've got coastal communities that now have standing water at high tide that used be well above the waterline. So, first, I see more cause for action for our Coast Guard. More frequent and worse disasters in terms of the severity of damage and potential loss of life as well. Make no mistake, what will not change and what will in fact increase with that, is the

amount of scrutiny placed on the Coast Guard, and all first responders as well, in terms of our ability to do all that we can. But, more importantly, for our Coast Guard to be *Semper Paratus* we cannot look at how the world was 226 years ago, we really do need to look ahead 10, 20, 30 years, and it's not going to get easier. It's going to get hard for us, which means you're going to need a bigger boat which means you need a bigger Coast Guard and you need to pay for it as well.

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

Admiral Zukunft: I would just say that I've got the best job in the Coast Guard and the reason that I do is that I can pick and choose where I go from one day to the next, and there's a lot of places I could be today, but it was important for me, as busy as we are, to just say “Thank you” to our Coast Guard Auxiliary. I can't reimburse you. I can't give you new boats, but the least I can do is thank you and nothing warms my heart more when I look at the Coast Guard Auxiliary asking “Is there something more we can do?” I have to scratch my head, you've got over a hundred competencies already, and you are looking for more. I'll throw “cyber” on your challenge list as well. Every time I walk away, and it's the same with my wife as well, we love this service called the United States Coast Guard, but we have got this very special family within our Coast Guard that's all volunteer — the Coast Guard Auxiliary. So, my only regret is that I only get four years to do this, but I am going to make the best of every day of these four years and, again, thank God for our Coast Guard Auxiliary. God bless you all.

(Editor's Note: For more information, resources on suicide prevention in can be found at https://www.uscg.mil/worklife/suicide_prevention.asp or call the National Suicide Prevention Lifeline at 1-800-273-TALK [8255]).



REAR ADMIRAL PAUL F. 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 2016 in Phoenix, AZ.

Commodore Fajardo: Thank you for taking the time to meet with us today, Admiral Thomas. From my notes, I believe this will be your third year as the Assistant Commandant for Prevention Policy. We'd appreciate your thoughts regarding the past three years.

Rear Admiral Thomas: Well thank you, it is great to be here again, and it is my third NACON in a row. I'm starting my third year in this job, and I tell you I feel really privileged because not many district flag officers get to do this job for three years. And I know, as you do, that every one of our district commanders is heavily involved with the Coast Guard Auxiliary in terms of the operations that we perform in the field, and I know that my fellow assistant commandants are focused on doing what they can to help the Auxiliary to help us. I feel like I am the Coast Guard Auxiliary's flag voice at Coast Guard Headquarters; the guy who really has to pull it all together. For me over I look forward to the next year, working with the bridge to get a strategy in place that addresses long term viability to enable

those operations that have been really rewarding. I look forward to working with Commodore Washburn as I continue over the next year. It has been a very different viewpoint than what you get as an operational commander, as what I got as a sector commander. I've benefited from all the ops the Auxiliary has, and in this position, I get to see all the challenges but also emerging opportunities. So it's pretty great.

Commodore Fajardo: As you know, there has been a strong effort underway in getting Auxiliary Personnel Security Investigations (PSI) cleared at the Coast Guard Security Center (SECCEN). Could you give us your thoughts or an update regarding this initiative?

Rear Admiral Thomas: Absolutely, as you know that was one of Commodore Simoni's top priorities because it was adversely affecting our ability to attract and retain, particularly, new Auxiliarists, because they couldn't get those clearances. It quickly became our Commandant's top priority; he was very clear at N-Train in St. Louis in January that we were going to get that backlog done. And honestly, when he made that promise to the assembled masses I was worried: I wanted to be able to follow through, but I wasn't sure if we'd be able to. But we have, and we've done it because of the efforts of my staff at Coast Guard Headquarters, but also because of the senior leadership, the bridge here for the Auxiliary, and because of the Auxiliary volunteers. We've reduced the backlog by way more than we've promised, and I think we have now successfully, in the last five months or so, 2,200 security clearances have been processed and we are down to six-months turnaround time versus 18 months. We are making good progress, and I say that with some caution, because what this whole evolution has brought into visibility is the nature of the type of clearances required for Auxiliarists. It has been called into question, and honestly, the reason for the growth in backlog is changes in our policies in the government have required more scrutiny of all clearances, including the Auxiliary. And I think as we move ahead and we face this challenge, we may have to consider things like "Do all Auxiliarists need the same type of clearances? Do they

all need the same type of access? Can we get away with some sort of tiered or phased-in access?" I don't know the answers to that, but I look forward to working toward those answers with the bridge.

Commodore Fajardo: Based on our previous conversations you've had a fair amount of experience with the Auxiliary as a District Chief of Staff and a Sector Commander. Can you tell us of any recent experiences you had so far that would be of interest to our Auxiliarists?

Rear Admiral Thomas: Well yeah, I think, as I said, the experience I've had as an operational commander walking is different from the experience that you have in this job. And I have been truly impressed by the dedication and the innovation expressed by the senior leadership here. We have some tough challenges, and we talk about one of them being the PSIs, we have resource challenges we'll probably get to with AUXDATA and AUXINFO, but I've been really fortunate to work with Auxiliarists in your leadership. It's a different view of the Auxiliary than you have in the field, but it's still as inspiring and motivational. You know, by the way, when I get home from NACON that also gets me energized to get back to headquarters and do what I need to do to get the resources to keep this organization alive.

Commodore Fajardo: Having served as the Director for Inspection and Compliance, responsible for the Office of Boating Safety, do you have additional guidance for the Auxiliary to consider from a Prevention perspective moving forward?

Rear Admiral Thomas: I love to talk prevention, and I have a lot of thoughts, first is recreational boating safety remains job #1 for the Coast Guard Auxiliary. We, quite simply, don't have the resources to give it that mission with our active duty forces, and if you just look at the number of touches our active duty has versus the number the Auxiliary has, you can see that the bulk of Coast Guard work in that mission gets done by the Auxiliary. We need to stay focused on that. We've had tremendous success in the last few years. The numbers have shown that we are starting to get through. The number of deaths

and injuries are down; unfortunately, this past July was a record with a high number of deaths: a lot of those occurred in paddle craft. And so I am excited about AUXPAD, it's had a great start, but it needs to continue because that is the fastest growing and highest risk segments of our recreational boating industry so we need to keep focused on that. But with regard to prevention at large, I think that the Auxiliary has some real potential to help us out with some real challenges, and you and I were talking about it earlier, but when I look ahead at our prevention mission, which truly is to provide governance and to facilitate lawful trade and travel on our waterways, over the next four to five decades, we have three major challenges, and the Auxiliary can help us with all three of those. Those challenges are: we need to grow the capacity of the system to move more people and cargo on the waterways; we need to reduce the environmental footprint of that system, so move more things while reducing the footprint; and we have to deal with our increasing complexity.

When it comes to moving our increasing capacity, one of the things we're doing is our Future of Navigation program. What we are focusing on is "How do we get information to the people who need when they need it so we can make better decisions in our congested waterways?" Our Auxiliarists need to understand those initiatives so they can help explain "What is a virtual aid? What is a synthetic aid? What is a smart bridge?" How do we get to the point where we have WAZE (a social mobile app with real-time traffic updates) on the water and have user-derived situational awareness on the water on your handheld, just like you do today when you're driving on the road. We need to drive toward that, and I think the Auxiliary can help with that. When it comes to environment, you know we were focused, traditionally, when I was a young officer on preventing accidents that cause pollution: let's make sure we don't spill things. Today, it's a very different type of concern. It's understanding and managing the way waste streams occur in the proper operation of a vessel or facility, and that's different, and that requires a

different focus. And it requires a different explanation so I think the Auxiliary really can help us in that education as well. Yes, we want to make sure we aren't spilling fuel, and we also want to make sure we are understanding what are the cleaner types of vessels that we can encourage people to use. And the third piece, the complexity piece, the waterways are more congested, the traffic separation schemes are more complex, the automation systems that are out there are more complex, so there is a piece to understanding that complexity, managing what we're focused on, and the Auxiliary can help as well.

Commodore Fajardo: As you well know the regulatory environment is a dynamic one with updates/changes to the regulations. Are there any specific areas that you feel Auxiliarists should keep in mind or be prepared to implement?

Rear Admiral Thomas: Well, first off, I would just put a plug in for our Maritime Commons blog, (<http://mariners.coastguard.dodlive.mil/>) because it is a place and tool that we can use to keep the regulated industry, our workforce, and even our Auxiliary, up to date on what is going on in that dynamic environment. So every time we publish a new rule or a new policy, it gets promoted; you'll find it through Maritime Commons. We also have a number of thought pieces, that talk about what are the pressures on regulation and why we are going the way we are going. I think most of our prevention Auxiliarists know that we just issued Subchapter M which will bring 6,000 towing vessels into the inspected fleet and that will be a huge challenge. I don't suggest anyone study that regulation, but I do think there will be room for Auxiliarists to help us implement Subchapter M, in the form of being auditors and perhaps even trainers.

Commodore Fajardo: With the increasing demands on the Coast Guard combined with tighter budgets and the upcoming change in the Administration after the general election, what can the Auxiliary expect to see in the next 12 months and how should we prepare accordingly?



Rear Admiral Thomas recognizes Commodore Dale Fajardo's work in the Auxiliary with an award at NACON 2016.

Rear Admiral Thomas: Well first of all I would say that the Auxiliary is very strong and an enduring America institution, so I don't want any concerns on the transition eroding the Coast Guard Auxiliary. In fact, as is always the case, when there is uncertainty, when there is particularly pressure on resources, then our Coast Guard Auxiliary becomes even more important. So what does that mean? It means what we have been seeing: I've said boating safety is job #1 and it absolutely is. We've seen the number of opportunities for the Auxiliary to pitch in, particularly in mission support through AUXBUILD, AUXFS, and the new musician program. There are a lot of great programs that we are really leveraging. The Gap Analysis that the National Commodore initiated is going to help us find even more places where the Auxiliary can help out in these times of tight resources.

Commodore Fajardo: Is there a greatest challenge to the Auxiliary with regard to its support of the Coast Guard?

Rear Admiral Thomas: Yes. But not surprisingly it's the greatest challenge we have on the Gold Side. Recruiting, training, and retaining the workforce we need for the future. On the Gold Side, as we move into blended retirement, we are really waiting to see what that means in terms of our retention, and I think that the Coast Guard Auxiliary will have a role in helping us educate our young enlisted members what their options are in the new retirement process so that they make

smart choices. But the Auxiliary is facing the same challenges that we are. We need to recruit the best and train and retain them. We need to be innovative in how we do that. I think I have seen a lot of great things go on in the Coast Guard Auxiliary. I think that going forward that that will always be the great challenge — people.

Commodore Fajardo: I agree.

Rear Admiral Paul F. Thomas: I am glad that you agree.

Commodore Fajardo: Really, people come first.

Rear Admiral Thomas: And we have to articulate to the workforce all those things the Commandant talks about, which is "Service to nation" and why that's something you want to be involved with. "Duty to people" and why you want to be on a team like ours. And "Commitment to Excellence." When you can articulate those and show them in tangible ways then you can recruit and retain the right workforce. We need to stay focused on that.

Commodore Fajardo: In the near-term, are there additional areas where the Auxiliary focus can help to upon to raise its value proposition to the Coast Guard?

Rear Admiral Thomas: I think that boating safety is one of those areas, but what I would encourage as well, based on my personal interactions with Auxiliarists, is that I do not think they understand or fully appreciate the value that you (as Auxiliarists) bring to the Gold Side just by being there, just by your quiet influence. I think that we need to continue that

and that our young Coast Guard men and women benefit from having the Silver Side.

Commodore Fajardo: With your experience as a flag officer, what "career" advice would you give our Auxiliarist members to ensure their success in the uniformed volunteer component of Team Coast Guard?

Rear Admiral Thomas: I think that key word is "team" and for any leader at any level, we need to be focused on the team. I personally try to stay focused on the tools that I can provide to empower my team and get the job done. What I have found and what you see around the Coast Guard is if you give these people the proper tools, and if you give them enough guidance and enough running room, they will get the job done. And I would urge all the Auxiliarists to really get to know their Gold Side counterparts and join that team and help lead as well. Sometimes, I think Auxiliarists hold back because they do not think they can lead amongst the Gold Side, but they can in a quite effective way.

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

Rear Admiral Thomas: I would. Again, I feel very privileged to have this position for a third year and to be able to work with the Bridge to set the strategic path for the future. I have seen them focus on the critical success factors for the future. We're always going to be struggling with resources, and as we said, it is always important to focus on the people. But we are starting to think about how do we ensure that we stay relevant. Are we mixing the right proportions to support Boating Safety? Are we using the right tools to do our training? Should we consider a strategic partnership with groups like the Power Squadron? I think all those things we need to keep our mind open because the future will require us to do things differently than we have in the past. Not in terms of our core values. Not in terms of our core missions, but in terms of tactically how we get them done. I am encouraged to see this Bridge and hope they really think and talk about those things.

Our Auxiliary is Not Free

By Captain F. Thomas Boross, Chief, Auxiliary and Boating Safety



Greetings *Navigator* readers! With immense pride in and profound gratitude for your volunteer service, it is an honor once again to contribute to the *Navigator*, which is my fourth and final *Navigator* submission. While many have heard the maxim that “freedom is not free,” please allow me to respectfully seize this platform to emphasize that while the Auxiliary is comprised of extraordinary, patriotic American volunteers, the Auxiliary is also “not free,” and is very much in need of sustained infrastructure investment, especially for background check processing and information technology support.

This is not just informed opinion, but is based upon the level of funding support that the Coast Guard Auxiliary receives from the U.S. Coast Guard for multiple recreational boating safety (RBS) and additional mission support activities, and the returns in services on those expenditures the Auxiliary provides. Coast Guard funds are allocated for Auxiliary surface and air facility fuel, surface and air facility Standard Auxiliary Maintenance Allowance (SAMA), training materials, travel

and lodging expenses for C school training, personal protective equipment, information technology infrastructure support for AUXDATA and AUXINFO, missed meals, free galley meals, and medical expense reimbursement for medical care needs for injuries incurred by Auxiliarists in the line of duty. Additionally, we allocated significant resources during this past fiscal year to stand-up the first ever Auxiliary Background Check Product line at SECCEN, and further leveraged District resources to initiate Auxiliary applicant background check queries at the District level. Factoring in the salaries of the enterprise wide 57 Coast Guard billets filled by BSX, District Auxiliary Directors, Operations Training Officers, civilian and now Coast Guard Reserve support personnel, the Auxiliary receives just over \$18 million annually in direct Coast Guard Operating Expense (OE) base budget support. Incredibly, the Auxiliary provides a return on those annual expenditures that eclipses \$200 million in mission performance and support services value! With an annual return on investment that eclipses an 11 to 1 ratio, the Auxiliary is providing an unrivalled “Service to Nation” value proposition.

Yet, due to emerging technological innovations, personnel security and cyber security threats, the information resource infrastructure needed to support a seamless, real-time integration and sustained connectivity of our nearly 30,000-member volunteer organization demands a more robust human capital and technology reinvestment by the U.S. Coast Guard. Cyber threats to our information silos are real, and the “code war” wages on, while our ability to keep our widely dispersed Auxiliary volunteers informed and interconnected with our active duty forces is and will be an ongoing, systemic challenge going forward. We continue to work hand in

glove with SECCEN to process Auxiliary background checks, and are working with NEXCOM and DCOs to craft resourcing strategies that will ensure AUXDATA & AUXINFO relevancy and interconnectivity into the future. For savvy Auxiliarists who recognize each Coast Guard mission challenge brings the Auxiliary opportunity, and especially for those prepared to help meet the burgeoning background check and cyber security challenges, please seize these opportunities through your Flotilla, Division, Sector, District and National Bridge chain of leadership to become more involved in the effort to provide solutions.

As I reflect upon the unprecedented RBS mission achievements of the past four years, which have been in total the four safest years on record for boating on our nation’s waterways as measured by boating related injuries and fatalities, please accept my sincere appreciation for and acknowledgment of your vital, visible leadership in making America’s waterways safer. The United States Coast Guard works with and relies upon many RBS equities to conduct the RBS mission, including state law enforcement, commercial, nonprofit, nongovernmental and volunteer service organizations, but the Coast Guard Auxiliary remains our pre-eminent RBS partner.

I frequently share that I have been blessed to have the “best O-6 job” here at Coast Guard Headquarters because this assignment has afforded me the opportunity to get to know and work with true “national treasure,” the men and women of our Coast Guard Auxiliary. It has been a great honor to serve as the Auxiliary’s Chief Director, and I thank each and every one of you for your servant leadership examples that I have witnessed, been awe-struck by, and which will serve to inspire and sustain me and my family into the future. Thank you so very much for the focused mission support, and especially for the life affirming lessons that I have learned from each of you. Please keep the unparalleled and irreplaceable RBS service to nation coming.

Respectfully and appreciatively always,
your Chief Director.



HONOLULU – Auxiliast George Sumner, crew member of District 14's Utility Boat Medium (UTM), tosses a heaving ball to Coast Guard crew on a facility outside of Honolulu Harbor. This is a part of two-boat training done on a weekly basis with the Auxiliary and the Coast Guard. The crew on the UTM spend over 400 hours each year training with active duty members at Sand Island Coast Guard Station, saving thousands of dollars in personnel costs.

What is the Reason for Our Existence?

By Commodore Larry L. King, Deputy National Commodore, Atlantic West & Mission Support

If you were asked “What is the main function of the Auxiliary?” you would naturally say words such as “promoting and supporting recreational boating safety.” While we are pleased to see the number of personal casualties decrease on a somewhat steady pace that does not mean we will soon become unnecessary. Anything but that. In fact, as the number of reported accidents/casualties in the recreational boat world decrease, we see a rise in incidents in the paddle craft world and statistics indicate that upward trend will continue.

But do we exist strictly to address issues with the recreational boating safety

world? No, of course not. We exist as some would say to act as a “Force multiplier” for the Coast Guard by supporting the active duty where needed and where qualified to assist. I prefer to look at the Auxiliary as a large resource that has not been fully tapped. For years many of us have addressed Coast Guard unit leaders by asking what else we can do that we are not doing now. It is not unusual to receive a sincere response such as: “What else can you do?” Usually there was no answer to that question readily available. Consequently, this spotty request for new areas in which we could assist the Coast Guard was only moderately successful. Frequently, the

Auxiliary was asked to fill a void when a situation became a major issue throughout the active duty such as the current support of the Food Service world (formerly AUX CHEF). That program has proven to be a major cost saver for the Coast Guard but not everybody knows how or wants to cook. So we continued along, asking the same questions of how we can help more and nothing much changed. Even tapping into the Skills Bank had limited success as that databank does not cover all qualification/certifications our various members have acquired over the years as well as expertise gained through life long hobbies. Then the Coast Guard “Gap Analysis” effort came to life.

Gap Analysis is a Commandant mandated initiative requiring unit leaders to identify soft spots or real holes in their ability to respond to their never-ending increase in areas of responsibility. As funding support for all the uniformed services continues to dwindle, coupled with the ever increasing list of “chores” they all experience, the more importance is placed on maintaining an accurate analysis of soft spots. The resultant information from the Coast Guard is made available to AUX leaders for them to identify areas where they can help fill the void with their members. For some requests the Auxiliary does not have the expertise to fill a particular void but have been able to take on chores currently handled by the active duty and that lets Coast Guard members address the soft spot in their command readiness. The list of areas where the Auxiliary has found some expertise to ‘gap fill’ is long and growing.

Everything about this approach is good. We increase our value to the Coast Guard and we find a niche for Auxiliarists who feel a renewed purpose for being a member and an increase in retention. We also have a more realistic explanation of our purpose while addressing potential new member and that of course will help in recruiting.

There are some incredible success stories that have surfaced due to this gap analysis approach. Can you add some more success to it?

Atlantic East Region Update

By Commodore Kenneth Brown Sr., Deputy National Commodore, Atlantic East & Operations

The Atlantic East Region (LANT EAST) is the epitome of environmental and Auxiliary program diversity. From the 40-foot tides of Maine, the length of the Hudson River, the finite quantities of the Delaware Bay and large estuary of the Chesapeake Bay, the off shore fisheries of the Carolinas, the islands of southern Florida, the shores of Puerto Rico and the many inland lakes and rivers, the Eastern Seaboard presents some interesting challenges for the U. S. Coast Guard Auxiliary. In meeting the challenges presented by this diversity the five areas of LANT EAST — District 1 Northern and Southern Regions, District 5 Northern and Southern Regions and District 7 work together sharing their efforts, resources and tribulations.

Educating and developing leadership throughout the area has been a high priority in all of the Districts. The group shares in the wins and failures as they delve into the various new electronic modes available for member development. Each District is striving to bring the needed training and development classes to the membership using electronic means of training. The use of the internet to connect the membership to training programs is proving invaluable. Districts have developed programs to provide member support and are sharing the training efforts across District boundaries. This effort is helping all Districts further the development of the new leaders in the Auxiliary.

The rapid development of the public's use of paddle craft has outstripped the training reach of current Auxiliary training. In just the District 1 Northern Region this year there have been 13 deaths and multiple rescues of paddle craft users. The Districts, in concert, are working to get paddle craft resources underway. The need is to get our folks out on the water to carry on the same safety contact and education we have provided the motor and sailing public. This is a high need and one the Dis-

tricts are working together to accomplish. Some of the first joint member training was held earlier this summer and is on-going.

Some Districts have combined their annual district training conferences to bring a wider range of programs to the membership. The joint training conferences have proved to be a valuable use of resources and a means to bring their respective memberships closed together. With all costs escalating and member resources at a premium, this sharing has been a valuable step for the LANT EAST Districts.

Although they occur infrequently, personnel/incident investigations are occasionally required. The Districts have, at times, shared investigative activities to assure that they have qualified individuals performing these reviews.

AUXAIR is running well. This program is providing valuable information to the Coast Guard in all of the LANT EAST areas. Everything from Ice Patrols on the Hudson River; the flights reporting shipping at the entrances to the East Coast bays; the search and rescue flights along the coast; and the flights for mass activities such as the Pope's visit to Philadelphia bring valuable information to the Coast Guard command centers.

The area of concern in each of the Districts defying most efforts to control is the loss of membership. The steady loss of the older members and the seeming inability to attract new and younger mem-



U.S. Coast Guard Auxiliary facility "Lady B," owned by Auxiliarist Stewart Sutherland, patrols New York City Harbor with Auxiliarist Steve Masterson on deck. Photo credit: Auxiliarist Jay Brandinger, District 5NR.

bership are frustrating. Many volunteer service organizations are attempting to recruit from the same demographic segment. Making the USCG Auxiliary attractive and seemingly worthwhile to prospective members has frustrated us all. In an effort to address this concern, LANT EAST Districts are striving to make the entry into the Auxiliary a pleasurable and worthwhile experience. With a mentor program and ideas to ease new members into the work that needs to be accomplished to become a full member, there is hope. The development of local "AUX lucky bag" stores and the assistance in purchasing uniforms is one of the avenues being looked at. Being sure the member training staff facilitates access to the training needs of new members is critical. Brain storming sessions at all levels and action plans are needed to make a dent in this need. Sharing our resources and ideas may lead to some changes in this major concern.

The Districts of LANT EAST have outstanding leadership and through their efforts are striving to provide the membership with the tools they need to accomplish the missions of the Auxiliary.

Our Next Recreational Boating Safety Challenge

By Commodore Rodney E. Collins, Deputy National Commodore, Pacific Area & Recreational Boating Safety

With all the distractions of life and changing values in our nation, it has been difficult for the members of the auxiliary to continue to focus on recreational boating safety as our prime mission. However, the 57th Annual Report on Recreational Boating Statistics (COMDTPUB P16754.29) published by the U.S. Department of Homeland Security, U.S. Coast Guard, Office of Auxiliary and Boating Safety tell a story that we should not ignore. The statistics in the following paragraphs were extracted from that report.

The report counted 4,158 accidents that involved 626 deaths, 2,613 injuries and approximately \$42 million of damage to property as a result of recreational boating accidents.



A happy boat owner proudly displays a new decal for 2016!

The fatality rate was 5.3 deaths per 100,000 registered recreational vessels. This rate represents a 1.9 percent increase from last year's fatality rate of 5.2 deaths per 100,000 registered recreational vessels.

If you compared these to 2014, the number of accidents increased 2.3 percent, the number of deaths increased 2.6 percent, and the number of injuries decreased 2.4 percent. Where cause of death was known, 76 percent of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 85 percent were not wearing a life jacket.

Where instruction was known, 71 percent of deaths occurred on boats where the operator did not receive boating safety

instruction. Only 15 percent of deaths occurred on vessels where the operator had received a nationally-approved boating safety education certificate.

There were 158 accidents in which at least one person was struck by a propeller. Collectively, these accidents resulted in 27 deaths and 150 injuries. Eight out of every 10 boaters who drowned were using vessels less than 21 feet in length.

Operator inattention, operator inexperience, improper lookout, machinery failure, and excessive speed rank as the top five primary contributing factors in accidents, but alcohol use is the leading known contributing factor in fatal boating accidents; where the primary cause was known, it was listed as the leading factor in 17 percent of deaths.

Twenty-two children under age 13 lost their lives while boating in 2015. Twelve children (55 percent) died from drowning. Two children (17 percent) of those who drowned were wearing a life jacket; half of the remaining 10 children who were not wearing a life jacket were not required to do so under state law.

Where data was known, the most common types of vessels involved in reported accidents were open motorboats (45 percent), personal watercraft (19 percent), and cabin motorboats (17 percent). Further, where data was known, the vessel types with the highest percentage of deaths were open motorboats (46 percent), kayaks (12 percent), and canoes (11 percent). All this with only a 0.5 percent increase in registered recreational vessels over the prior year.

You will note that paddle craft accounted for 23 percent of the fatalities in 2015 and that number is expected to rise



Auxiliaryist Brian Lazrow smiles as he tells a boat owner that they have been awarded a 2016 decal for passing with flying colors!

as the popularity of paddle craft continues to grow among the younger population because of lower cost of purchase, lower cost of storage, lower cost of transportation and minimum complexity of operation.

If the mission of the National Recreational Boating Safety (RBS) Program is "to ensure the public has a safe, secure, and enjoyable recreational boating experience by implementing programs that minimize the loss of life, personal injury, and property damage while cooperating with environmental and national security efforts," you and I have an obligation to focus our attention on educating the bold group of adventurous boaters who have made paddle craft their vessel of choice.

We were warned that the paddle crafter group was increasing and we should have reacted quicker, but we didn't. That does not mean we can't change and begin to seriously address this group of potential students in our public education. Please join me in working toward letting go of any preconceptions about this group of boaters not being serious about safety, because they are. The only question is which organization of trained RBS professionals is going to reach out to them and offer an educational program that they understand, respect and will enjoy?

Are you willing to be that professional?

Photo by: Barbara Sama

2017 National Bridge Biographies

Meet Richard A. Washburn, National Commodore



Commodore Richard A. Washburn

Commodore Richard A. "Rick" Washburn of Holiday, Florida, is the 33rd National Commodore of the U.S. Coast Guard Auxiliary. He joined the Coast Guard Auxiliary in 2002 and has served in a variety of positions. He served as Vice National Commodore from 2014-2016. Prior to that position, he served as Deputy National Commodore for Atlantic West and Mission Support from 2012 to 2014 and District Commodore for the Eighth District Eastern Region from 2011 to 2012.

Commodore Washburn has a B.S. Degree in Criminal Justice from Stonehill College and an M.P.A Degree from Golden Gate University with a concentration in Justice Administration.

Meet Larry King, Vice National Commodore (VNACO)



Commodore Larry King

Commodore Larry King from Pascagoula, Mississippi joined the Auxiliary in 2002. He has served in numerous appointed and elected positions including his most recent elected position Deputy National Commodore for Atlantic West and Mission Support. Before that position, he served as District Commodore of the Eighth District, Coastal Region from 2012 to 2014. He is a retired U.S. Navy captain and has worked in the private sector as Director, Quality Engineering, in a major shipbuilding firm.

Meet Alex Malewski, Deputy National Commodore Atlantic East & Operations



Commodore Alex J. Malewski

Alex Malewski joined the U.S. Coast Guard Auxiliary in 2000 and is the Past District Commodore, 1st District Southern Region. He is qualified as a Coxswain, Aircraft Commander, Public Education Instructor, PATON Aids Verifier, AUXOP, Vessel Examiner, TCTAUX and Personal Water Craft Operator. Commodore Malewski received a Chemistry degree from the College of the Holy Cross in Worcester, Mass and his juris doctor from Saint John's University School of Law in New York. Commodore Malewski is a partner in a small General Practice law firm in Brooklyn, New York. Commodore Malewski lives in Seaford, New York with his wife Renee from Arkansas City, KS and they have two daughters, Krystyna and Katherine.

Meet Edward Monaco, Deputy National Commodore Atlantic West & Recreational Boating Safety



Commodore Edward M. Monaco

Commodore Edward M. Monaco joined the U.S. Coast Guard Auxiliary in 1999 and is the Past District Commodore, 9th District Eastern Region. He is qualified as a Coxswain and Public Education Instructor. Commodore Monaco received his Degree in Architecture from Kent State University in Ohio. Commodore Monaco is a partner in the architecture firm of Karl R. Rohrer Associates, Inc., in Cleveland/Akron, Ohio. Commodore Monaco lives in Cuyahoga Falls, Ohio with his wife Jo Ann.

Meet Bert Blanchette, Deputy National Commodore Pacific Area & Mission Support



Commodore Bert Blanchette

Commodore Bert Blanchette, and his wife Dorothy, live in Chatsworth, California. Originally from Yonkers, New York, he joined the U.S. Coast Guard Auxiliary in 1998. Prior to his election as Deputy National Commodore Pacific Area and Mission Support, he served as District Commodore for the 11th District–Southern Region from 2014-2016. During his tenure in the Auxiliary, he completed competencies in Communications, Vessel Examinations, Instructor, Aids to Navigations and Public Affairs Specialist 3. He is currently Crew Qualified and a PWC Trainer. In addition, he is a member of the D11SR Auxiliary Dive Casualty Investigation Team.

Commodore Blanchette has been in the recreation industry all his life. He currently owns VSC Sports, which owns and manages several ice skating centers along the West Coast and a bowling center in San Francisco. His company is an internationally known recreational sports consulting firm.

Commodore Blanchette is an instructor trainer for the American Red Cross and a competitive skating instructor-trainer.

Meet Linda Merryman, Deputy National Commodore Information Technology and Planning



Commodore Linda M. Merryman

Commodore Linda M. Merryman, from Pahrump, Nevada, joined the United States Coast Guard Auxiliary in 1981. She has served in various positions on the National Staff since 1995, most recently as Assistant National Commodore for Performance and Planning from 2014 through 2016. Before 2014, Commodore Merryman held the offices of Vice Flotilla Commander, District Staff Officer and National Director. Commodore Merryman is retired from the field of Information Technology, where she specialized in project management and strategic coordination.

Meet Mark Simoni, Immediate Past National Commodore



Commodore Mark Simoni

Commodore Mark Simoni is the National Immediate Past Commodore of the United States Coast Guard Auxiliary. He is originally from Saginaw, Michigan, and joined the Coast Guard Auxiliary there in 1991. He has served in a variety of positions, both elected and appointed: Division Chief-Surface in the Operations Department from 2000 through 2005; District Commodore of the Ninth Central Region; National Directorate Commodore-Operations; and as Assistant National Commodore, Operations Policy and Resource Management.

He recently completed a term as National Commodore 2014 to 2016 after service as Deputy National Commodore-Operations and Atlantic Area-West from 2012-2014. In this office he oversaw staff functions in the Directorates of Response, Prevention, Incident Management and Preparedness, and International Affairs. He also had supervisory responsibilities over the six Auxiliary Regions in D8 and D9. In 2013-2014 he served as Vice National Commodore.

Commodore Simoni attended the University of Michigan and Northwestern Michigan University. He owns an Audio/Video company in Saginaw MI, and resides in St. Charles, MI, with his wife Cheryl.

Foreword

The Public Affairs Directorate, NAVIGATOR Editorial Committee, editor, and staff are pleased to present the 2016 edition of the Coast Guard Auxiliary NAVIGATOR magazine. The NAVIGATOR staff thanks the Auxiliary contributors, both writers and photographers, whose diligent and determined efforts to contribute to this annual publication are sincerely appreciated. Within these pages, it is our hope that the shared goals of focus, enthusiasm, energy, and dedication to the mission of the Coast Guard Auxiliary, are clearly apparent. To the Coast Guard, for your continued support, we give a hearty thank you.

The NAVIGATOR stories are organized around the Four Cornerstones of the Auxiliary:

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

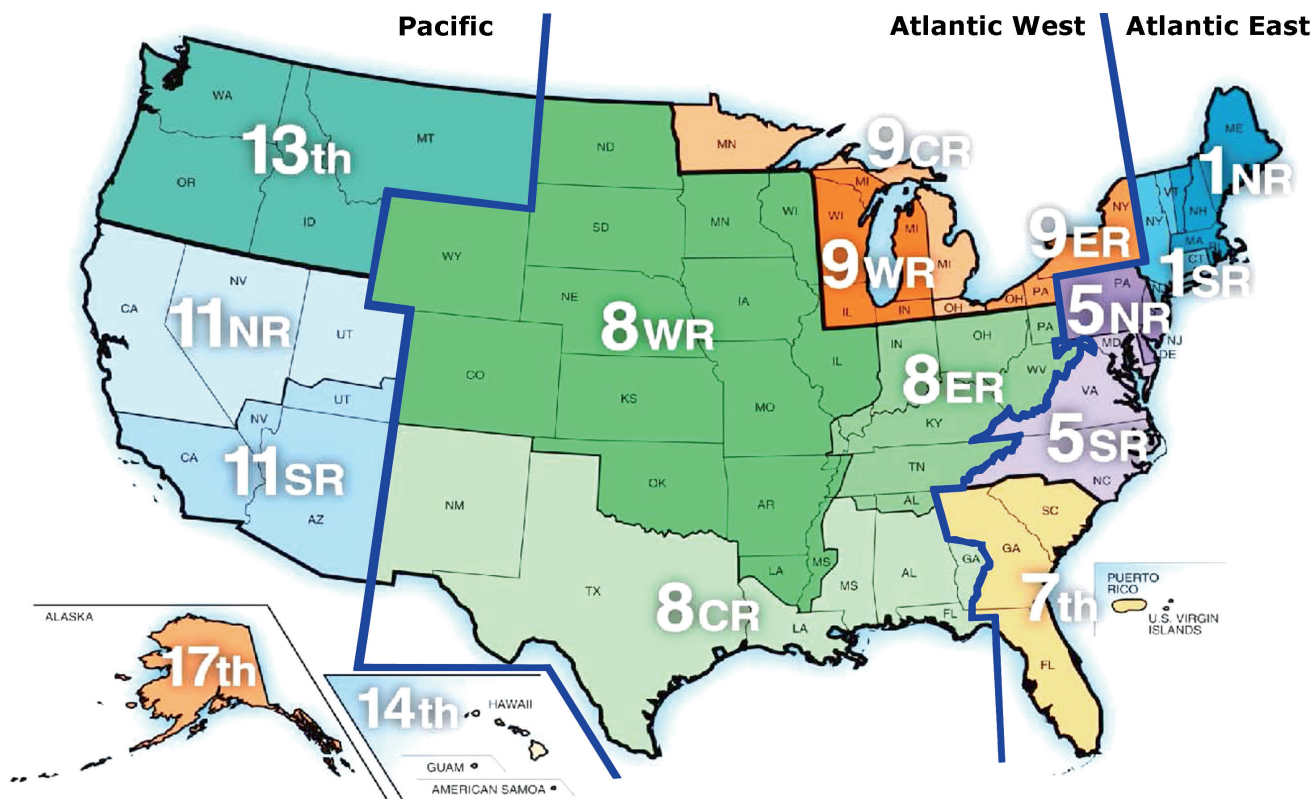
First known as the "United States Coast Guard Reserve," established by Congress in 1939, and administered by the Commandant of the Coast Guard, this contingent of unpaid, all-volunteer citizens, who contributed the use of their yachts and motorboats, was chartered to foster boating safety for the general public.

In 1941, Congress created the Coast Guard Military Reserve and the original volunteer Reserve was renamed the Coast Guard Auxiliary, whose purpose as stated in the United States Code Title 14 is "...to assist the Coast Guard: *

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

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

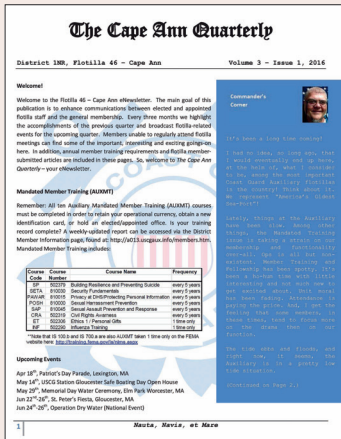
U.S. COAST GUARD AUXILIARY DISTRICTS AND REGIONS



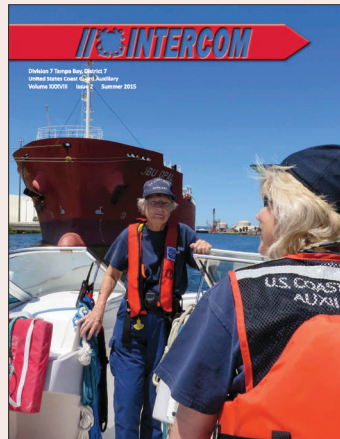
Original district map created by Steve Minutolo, Flotilla 25-6, Fairfax, Virginia, Chief of Administration Branch, Coast Guard Office of Auxiliary and Boating Safety. Area designations by Cheryl Nowell, Flotilla 21, Seattle, Washington.

National Public Affairs Award Recipients

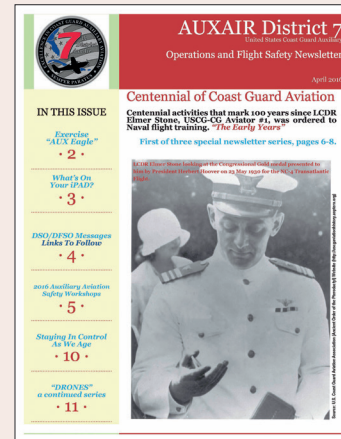
Newsletter Award Winners



Flotilla Newsletter Winner:
The Cape Ann Quarterly
 John W. Keyes, FSO-PB
 District — First Northern, Flotilla 04-06



Division Newsletter Winner:
Intercom
 Dorothy J Riley, Editor
 District 7, Division 7



District Newsletter Winner:
AUXAIR District 7
 Robert A Fabich Sr., Editor
 District 7

Photography Award Winners



Fellowship: Coast Guard Auxiliary photo by Douglas J. Manifold, Flotilla 113-07-02
 SALT LAKE CITY, Utah – Auxiliarist Roy Vandermolen, Flotilla 113-07-02, a retired Coast Guard Officer, pays his respects to a fallen comrade at Ft. Douglas Cemetery during a “Wreaths Across America” event, December 12, 2015. “Wreaths Across America” is an annual event to honor deceased members of the U.S. military interred in National Cemeteries across the country.



Public Education: Coast Guard Auxiliary photo by Roger Bazeley, Flotilla 113-01-07
 TREASURE ISLAND, CA – Free PFD Life Vest’s for Children and Families participating at the Treasure Island Sailing Center Sailing Program Rides Event. This is a program developed to get low income families interested in safe sailing and boating practices and activities in the community.

Photography Award Winners



Marine Safety: Coast Guard Auxiliary photo by Roger Bazeley, Flotilla 113-01-07

SAN FRANCISCO – Auxiliarists from flotillas in Sector San Francisco, Commodore Dale Fajardo, Chester Bartalini, Sue Fry, and Michael Mitchell, are examining immersion dry suits laid out on the aft deck of a commercial fishing vessel. The USCG Auxiliary provided commercial fishing vessel owners with annual vessel exams in partnership with the USCG as part of a new mandatory commercial fishing vessel exam program. Commercial Fishing is one of the most dangerous occupations in the world.



Operations: Coast Guard Auxiliary photo by Donald Hunt, Flotilla 070-02-09

FS3 Louie Cartee and AUXFS John Quinn prepare mussels in a garlic, onion and butter sauce for the noon meal at Station Tybee.



Member Services: Coast Guard Auxiliary photo by Judi Bidwick, Flotilla 070-08-06

VENICE, FL – New member-crew trainees participate in a mandatory life jacket swim to have them experience what it's like to swim with a PFD. This photo depicts the way they conserve body heat in the water by grouping together.



Public Affairs: Coast Guard Auxiliary photo by Michael Goldberg, Flotilla 113-06-04

11th District North – Coastie, really got “charged up” and began speeding up and down the walk path, squirting everyone! Unfortunately, for him, he was stopped by a fine gentleman from the California Highway Patrol and issued a citation for “speeding, driving without a license, and causing general mayhem!” Of course, Coastie, being no dummy and having no identification, signed District Commodore Rich Thomas’s name to the citation.

Photography Award Winners



Vessel Examination: Coast Guard Auxiliary photo by Susan Lander, Flotilla 092-04-02

ROCHESTER, NY – Auxiliarist John Braund performing a Vessel Safety Check on a vessel during a blitz at a marina on Irondequoit Bay.



Team Coast Guard: Coast Guard Auxiliary photo by Constance O. Irvin, Flotilla 070-09-10

FORT MYERS BEACH, Fla. – Coast Guard Auxiliarist Nancy McCarn assists active duty members, SN Karla Diaz Garcia and BM2 Daniel Vincent during a “burial at sea” ceremony honoring Army veteran, Tivadar Bogar. BM3 Kevin Burdt (background) gives a final salute to Bogar’s memory and to his wife, Mary, family and friends who witnessed the event aboard the station’s 45’ RB-M. The flag was presented to Mary Bogar following the service which was conducted in the Gulf of Mexico.

Best Video Award Winner

Video by Stephen Paul Faleski, Flotilla 054-05-09

<https://www.youtube.com/watch?v=GluQc0mVsxM&feature=youtu.be>

Public Affairs Event/Project Award Winner

By Donald Whitney Hunt, Editor, 070-02-09

Facebook Page: “Pass the Word” — Facebook Posting Public Affairs Project

Coast Guard Auxiliary Faces Societal, Organizational and Technological Challenges in a Rapidly Changing World

By Andrew Welch, Director, Strategic Planning

Evidence strongly suggests that those in the post-Millennial generation have all but abandoned email as a daily communication tool. The rise of the *gig economy* (think car services like Uber, where temporary positions are common) has directly connected service providers and customers in ways that fundamentally challenge long-established norms in working hours, public safety, taxation, and a host of other regulatory concerns. The combination of this new economic model and the increasing adoption of telework in *traditional* business and government settings is unmooring workers from geographic constraint, transforming the nation into a society with more options to go anywhere, live anywhere and work anywhere while, ironically, the best and brightest talent seems to be congregating in and around a handful of major cosmopolitan cities. The very nature of the shared national experience is changing.

Recent years have seen 51 percent more boaters on America's waterways despite there being 11 percent fewer boats in operation. Meanwhile, the United States Coast Guard grapples with emerging threats in cyber security, melting ice and challenges to safety, navigation and commerce in the Arctic, the flow of migrants and drugs in the Western Hemisphere, and a rapidly changing workforce in which the oldest *millennials* are now serving as lieutenant commanders while the youngest are poised to soon graduate college. While this generation now constitutes the largest age group in the American workplace, it is by far the smallest generational percentage in the Auxil-

iary. How must the Auxiliary mission change as fewer boats are operated by more people? How do generational and mission changes impact the way the organization does business?

The Coast Guard Auxiliary's Strategic Planning Directorate operates in this world, applying strategic research, analysis and planning, university programs, innovation, and program management to support the organization in overcoming these and other maritime safety, security, economic, environmental, organizational, technological, social, demographic and political challenges. The staff works with leadership across the organization in order to understand the potential impact of these challenges, and to develop targeted strategies to address them. Our mission in 2016 focuses on analyzing survey data from new and departing members, researching the impacts of changes in generational dynamics and mobility in society, developing future Coast Guard leaders through the Auxiliary University Program (AUP), asking our own members for innovative solutions to complex challenges, and working with others to implement the most promising improvements in the organization.

Through all this, we arrive each time at the same conclusion: the world today is dramatically different from the world of 10 years ago, just as the world will in 10 years be dramatically different from the world now. To thrive in a changing world, the nearly 80-year-old Coast Guard Auxiliary must modernize itself to be an organization capable of continual change at a consistently rapid pace seeking ways



Team Coast Guard in San Francisco Bay

to attract new members, perform new missions, and work with new efficiency using new technology, skills and authorities.

Opportunities abound for Auxiliarists hoping to make an impact in these exciting yet challenging times. Many are already contributing to the Auxiliary's future through their daily work and through Coast Guard's Common Enterprise Ideation Platform (ECIP), a website that invites Auxiliary, Reserve, active duty, and civilian personnel to sign on regularly to contribute their innovative solutions to Coast Guard problems. Ideas are then discussed openly amongst community members on the website, with the most promising ideas moving on to a phase of further investigation and development. Auxiliarists can participate in this and other challenges online at <http://ecipconnect.ideascale.com>. The Strategic Planning Directorate also welcomes applications to the staff from Auxiliarists with professional skills in research, strategic analysis and planning, technical writing, college education, technology and project management.



Coast Guard Auxiliary photo by Joseph Giannattasio

Originally, typewriters were indispensable tools for practically all correspondence in the Auxiliary. By the end of the 1980s, word processors and personal computers had largely displaced typewriters in most of these uses.

A Spotlight on the H-Directorate

By Patrick Hickey, Deputy Director, Human Resources Directorate

The Mission of the Human Resources Directorate is based upon two primary goals. The first goal is to emphasize core values and expected standards and to develop highly effective members who adhere to the core values of honor, respect and devotion to duty. The second goal is to cultivate leadership skills and succession management within the Auxiliary. As one of three directorates within Force Readiness Command (FORCECOM), it is comprised of seven divisions and 23 branches, each of

which provides specialty services to the membership of the Auxiliary.

The Academy Introduction Mission (AIM) is the U.S. Coast Guard Academy's largest single recruiting program. Five hundred of the most qualified incoming high school seniors are selected annually for the AIM Program. Auxiliary Academy Admission Partners are active throughout the year contacting high schools and participating in college fairs on behalf of the U.S. Coast Guard Academy. Typically, 16 Academy Admission Partners assist the active duty and reserve

members of the Coast Guard during summer AIM weeks. They assist by standing watches in the operations center, assisting during engineering sessions, acting as duty drivers, and assisting however else they are asked. To date, there have been in excess of 14,000 participants who have successfully completed the program. It has been noted that in a recent incoming class of first year Academy cadets, 53 percent were AIM graduates.

The Auxiliary Food Services (AUXFS) Program enhances Coast Guard and Coast Guard Auxiliary mis-

sion readiness, effectiveness and execution by providing support, in afloat and land based galleys. All of the approximately 556 AUXFS members have received formal Coast Guard approved training. There are many opportunities to serve in this program as the Coast Guard faces increased staffing challenges in the FS rating. AUXFS members have served in various support roles such as performing weekend duties, accepting underway orders to serve on cutter deployments and supporting formal Coast Guard events.

The Auxiliary Health Services Division supports the Coast Guard Office of Health, Safety and Work-Life in augmenting medical staff for Coast Guard clinics or sickbays. Credentialed Auxiliary health care professionals are defined as

physicians, dentists, physician assistants and nurse practitioners. Pharmacists are also eligible to provide their services to Coast Guard clinics as Auxiliary volunteers. Registered nurses and emergency medical technicians are eligible to participate as "medical assistants." These members regularly perform many of the same health care activities that are performed by active duty personnel.

The Auxiliary Recruiting Division has the responsibility for ensuring all members have the most current and accurate documentation available for attracting and enrolling Auxiliarists from interested and prospective members. The "Join Us Now" page from the Auxiliary main webpage is administered by this division. Potential applicants have an opportunity to indicate

interest with an online, geographically based referral process that has resulted in approximately 6,000 requests for information in prior years. These referrals are automatically routed to the local units.

The Auxiliary Retention Division focuses their efforts on programs, training, and awards systems that encourage members to remain within the organization. The staff processes a variety of award submissions including the unit anniversary streamers. The division also makes informational presentations which most recently includes the "Tuesday Night Live" program. This monthly webinar is dedicated to providing a forum wherein the participants may have their individual questions answered.

The Auxiliary Support Services Division provides logistics administration for the other Human Resources Directorate divisions. This includes website management, video presentation development, supervision of our document and publication repository, and oversight of the National Staff "Help Wanted" announcement site.

The Auxiliary Uniform Division promulgates information, clarification, and policy changes specific to Auxiliary uniform and protocol issues. The Auxiliary has been granted a unique privilege in that we are permitted to wear the same uniforms as the Coast Guard active duty and reserve personnel. This division provides recommendations for uniform changes which are deliberated upon by Coast Guard Uniform Boards. Presentations are developed to provide local units with resources by which Auxiliarists will have the necessary knowledge to correctly wear the Coast Guard Auxiliary uniforms smartly and proudly.

The Human Resources Directorate stands ready to provide services to you, as a member, in the pursuit of your goals as a Coast Guard Auxiliarist. It is our hope you will take advantage of the resources available on our website and contact any of our staff members with questions or to express interest in serving within our team.



Coast Guard Auxiliary photo by Joseph Giannattasio.

Old meets New: The Auxiliary Logo is depicted on two vintage photo-etched zinc letterpress "cuts" (plates) and a contemporary Smartphone. Letterpress printing is a technique of relief printing using a printing press. Letterpress printing was the normal form of printing text from its invention by Johannes Gutenberg in the mid-15th century. Letterpress printing remained the primary way to print and distribute information until the 20th century, when offset printing was developed. Electronic publishing (also referred to as e-publishing or digital publishing) follows a traditional publishing process, but because the content is electronic—it may be distributed over the internet and through electronic bookstores; The published content may be read on a website, in an application on a tablet device, or in a PDF on a computer. In some cases, it may be printed via a print-on-demand system.

Incident Management and Preparedness Directorate – Overview

By Thom McQueen, Branch Chief — Information Outreach



JACKSONVILLE BEACH, Fla. – Auxiliarists from Flotilla 070-14-04 assisted in beach cleanup after Hurricane Matthew in October 2016.

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

The Q-Directorate has conducted a review of the Auxiliary's use in support of previous Coast Guard operations and oversaw a field review where discussions were held with Sector Commanding Officers and others to determine their need for Auxiliary resources at the following operating tempos; *Steady-State* (OPs Normal), *Unit Backfill*, *Surge Operations* and *Direct Augmentation*.

Steady-State — What does the unit need from the Auxiliary during normal day-to-day operations? The Auxiliary can provide assistance in various departments, from the Command Center, to the Galley, to Logistics, Aids to Navigation (ATON), etc.

Unit Backfill — This refers to maintaining the local unit's standard operating tempo by "backfilling" positions/functions vacated when the active/reserve/civilian member is mobilized and sent to an incident. These positions/functions could be from answering the phone, processing marine permits, communications watchstanding,

or standing Search and Rescue (SAR) duty. The local unit is to pre-identify these positions, and work through the Auxiliary Sector/Unit Coordinator, who will identify Auxiliarists who can fill these needed positions.

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

Direct Augmentation — This refers to the actual embedding of a trained/credentialed Auxiliarist into the Unit's Incident Response Team(s). These teams range from Sector Type 3 Incident Management Teams (IMT), Disaster Assistance Response Teams (DART Flood Punts), Public Affairs Joint Information Center Teams (JIC) to District Joint Field Office (JFO) Teams. These Auxiliarists have the USCG required training/credentialing and position qualification system requirements completed. Other roles include working as an agency representative for the Unit Commander at local Emergency Operations Centers (EOC) to liaising with other agencies. Coast Guard Direct Augmentation requires a much higher level of ICS education and training than just the basic ICS courses.

The Information Technology Group has created a "Skills Bank" to assist in accomplishing the above tasking. The Q-Directorate maintains this "Skills Bank" which contains the names, as well as standard and non-standard qualifications, of Auxiliarists who are willing to provide assistance to the Coast Guard. When the need arises, the Auxiliary need only refer to the Skills Bank to identify members with

the required qualifications and are willing to provide assistance.

Preparedness involves training. The Auxiliarist must be knowledgeable, trained in and comfortable with using the incident command structure and in emergency management principles. The Contingency Planning Division of the Department provides training/templates for the development of contingency plans as well as Homeland Security Exercise and Evaluation Program (HSEEP) compliant exercise templates. Flotillas/divisions/districts may utilize these templates so that those Auxiliarists who are willing to provide assistance are up to the task when called upon.

The directorate consists of four divisions, each with several branches, as well as two independent Branches:

- Auxiliary Readiness Division
 - ◆ Medical/Safety Branch
 - ◆ Readiness Branch
- Contingency Planning/Exercise Division Policy
 - ◆ Contingency Planning Branch
 - ◆ Exercise Branch
 - ◆ Planning/Exercise Metrics
- Incident Management Systems Division
 - ◆ Systems Support Branch
 - ◆ Skills Bank/Homeport Branch
 - ◆ Information Outreach Branch
 - ◆ Web Management
- Coast Guard Coordination Division
 - ◆ Sector Relations Branch
 - ◆ Special Projects Branch
 - ◆ Common Operating Picture Branch

When future critical incidents happen, we need to be prepared. The Coast Guard will count on the Auxiliary, and the Auxiliary will count on you. Please check out the Incident Management and Preparedness Directorate website for news, training and information on how you can become involved.

Meet John Olson

By Commodore Harry M. Jacobs, Director, Public Affairs Directorate

John Olson has been a member of the Coast Guard Auxiliary for 51 years. Olson was born in and grew up in San Pedro, California, overlooking Los Angeles Harbor. His father worked as a heating systems maintenance technician and his mother was a stay-at-home mom. The family of four lived in a small one-bedroom home in downtown San Pedro. In 1973, John married Verdee Holton. They have one son who lives in Oregon.

Upon graduating from San Pedro High School, Olson enlisted in the U.S. Navy. After completing Navy boot camp at the Naval Training Center in San Diego, he was selected for Electronics Technician "A" school at Treasure Island Naval Station, San Francisco. When the 26-week course was completed, he was transferred to the Point Mugu Missile Test Center and spent a year maintaining Navy communications equipment and systems and also spent time on San Nicholas Island off the California coast maintaining the aviation navigational aids associated with the airfield. After Point Mugu, he was transferred to the Naval Air Station in Adak, Alaska, where he spent 13 months maintaining airfield navigation and communications systems and radio ranges. After completing his tour of duty in Adak, he was separated from active duty as an Electronics Technician 2nd Class and returned to civilian life.

Olson wanted to experience shipboard life, so he volunteered for the Ready Reserve program and was assigned to the USS Vammen DE 644, a WWII Destroyer Escort, homeported at the Long Beach Naval Station. He drilled on a monthly basis and enjoyed the two-week deployments during the summer, learning about shipboard communications equipment. In October 1961, the reserves were called to active duty by President John F. Kennedy to make a statement that the Berlin Crisis was a concern to the U.S. The Vammen was ordered to support the

South Vietnamese Navy in their efforts to counter the North Vietnamese incursion. The crew did two 30-day patrols off the coast of Vietnam, before it becoming a U.S. combat mission.

During his time on the Vammen, Olson stood radar watches, performed maintenance and repairs on communications equipment, and later was reassigned to be a watch supervisor in radio central. After completing on-the-job training in Naval Communications procedures, Olson served in that capacity until the ship returned to Long Beach, where he was released from active duty and the reserve program.

Following his release from the Navy, he worked for Hughes Aircraft as a calibration technician and after a year he went to work for North American Aviation in the logistics support and training department. Eventually he was transferred to another North American division and worked on a program for the U.S. Marine Corps identifying equipment needs during amphibious deployments. When North American was sold to Rockwell International, he was reassigned to work on a program for the U.S. Army to computerize their configuration management processes.

Olson's final career was with 3M Corporation beginning in 1971 and ending with his retirement in 2005 from the Eastman Kodak Company, which had bought his unit from 3M Corporation.

"I joined and began my Auxiliary career in April 1965," said Olson. "Following my discharge from the Navy, my dad bought a small used 16-foot boat and we both enrolled in a Coast Guard Auxiliary 13-week safe boating class. The Auxiliary instructor was a highly-skilled professional with a background as a Merchant Marine Master. He did a good job of selling the advantages of Auxiliary membership, and I decided that while I couldn't afford a big boat of my own, I did have communica-

tions skills from my Navy days and I could contribute to the Auxiliary while riding on other people's boats."

Olson soon advanced to Member Training Officer, an elected position at that time and subsequently to flotilla commander. In his career, he has twice served as District Staff Officer for Communications and as an Assistant District Staff Officer for Communications prior.

"There have been many major changes in communications, and they continue today," said Olson. "In the 1960s, Auxiliary communications were done using medium frequency AM and hard-copy formatted messages, communicating with the Rescue Coordination Center through a Coast Guard communications center. My Navy experience as a radio watchstander paid off as Auxiliary message formatting was identical to the Navy's."

Olson explained that in 1971, when the Federal Communications Commission mandated the shift to VHF-FM short-range communications, the old 150-watt AM marine radios were removed from boats and small 25-watt VHF radios were installed. Over time the hard-copy messages were replaced with direct communications to Search and Rescue (SAR) controllers on Coast Guard VHF working frequencies.

Olson mentioned how in his earlier years in the Auxiliary, they had very little involvement with the active duty Coast Guard, and enjoyed the excitement of SAR patrols every weekend.

"The case load helped keep up our skills but then the non-emergency SAR towing policy was implemented and that put a crimp in Auxiliary operations," said Olson. "Now, in my area of responsibility, there are enough commercial towing companies, lifeguards, harbor patrols and active duty Coast Guard that there is almost no search and rescue/towing available for the Auxiliary."



Olson was initially qualified in a District 11 operations training program called Operations Training (OPTRAN). He subsequently qualified in all four levels of Auxiliary SAR patrols, crewman/towmaster, communicator, navigator and master.

Olson is currently a qualified boat crew member, a qualified private aids to navigation (PATON) verifier, and a telecommunications officer. He owns a 1979, 24-foot Sea Ray that he is preparing for an operational facility inspection.

Olson manages a weekly Auxiliary VHF-FM radio net with four VHF repeaters in Southern California and two in Arizona. He participates in the weekly HF single-sideband voice net and the digital practice net, the Deployable Auxiliary

Radio Teams (DART), Sector Continuity of Operations Program (COOP) mobilization and provides backup for the Sectors during the monthly Rescue 21 upgrades. He also participates in the annual Amateur Radio Field Day, the annual International Lighthouse and Lightship Weekend event and provides all of the communications support for the annual Baker to Vegas Relay Race where a team of 20 active duty Coast Guard runners compete with law enforcement teams from around the country.

"We have matured from an organization focused exclusively on recreational boating safety, with virtually no contact with active duty Coast Guard, to our current broad spectrum of augmentation at sectors, air stations, small boat stations

and detachments, where we work side by side with our active duty partners," said Olson.

"My philosophy over the years has been if it's not fun I'm not going to do it! It has served me well," said Olson. "It has enabled me to participate in what I love and leave the politics and programs I'm not interested in behind."

Olson is now retired and volunteers as a crewmember aboard the Battleship Iowa museum ship in San Pedro. He works on the restoration of the legacy communications equipment aboard. "I look forward to many more years in the Auxiliary, sharing them with my wife of 42 years Verdee, who has only been a member for 41 years."

Auxiliary University Programs Develop Future Leaders

By Kathleen Jennings, Branch Chief, University Program Management

Auxiliary University Programs (AUP) is unique and valuable to the Coast Guard Auxiliary. Undergraduate and graduate college students participate in the Auxiliary and learn about the Coast Guard, develop leadership skills, and hone their professional skills through specialized internship opportunities. Many of these opportunities stem from AUP's relationship with Coast Guard Recruiting Command (CGRC) and partnerships with maritime academies around the country.

AUP offers its participants hands-on Coast Guard experiences, yet does not require that they make a commitment to go active duty post-graduation. If students wish to join the Coast Guard upon graduation, the relationship between AUP and CGRC highlights this possibility for many students.

Through its collaborative relationship with CGRC, AUP increases awareness of Coast Guard opportunities both on university campuses and post-graduation. AUP grooms students for leadership roles and potential Coast Guard affiliation through its Leadership Labs, unit leadership opportunities, and the AUP Program of Study. According to Lieutenant Ashly Thomas from CGRC, "CGRC Officer Candidate School and Direct Commission selection panel results have continued to underline the value of this relationship and the potential for future growth for the benefit of the students, the Auxiliary, and the service as a whole." In 2015, 73 percent of AUP alumni applying to Coast Guard Officer Candidate School were accepted, including the former student Division Leader and Deputy Division Leader.

AUP currently has 18 units including three at maritime academies. AUP's two largest units are at California State Uni-

versity Maritime Academy and Massachusetts Maritime Academy, with 31 and 45 active students respectively. In April 2016, Texas A&M Maritime Academy established a unit on its campus, and interest in AUP remains high at all three academies. Through AUP, maritime academy cadets interact with local Coast Guard stations and learn effective communication, marine safety, and incident management among other key skills. These students have spent nights aboard Coast Guard cutters, attended navigation briefings, joined training flights aboard a C-130, and interned at a marine safety office. Non-maritime academy students enjoy many similar experiences. Students have participated in training weekends, taken leadership roles in their flotillas, and interned aboard Coast Guard cutters and at Coast Guard Headquarters. Two Unit Washington (DC) students interned at the Department of Homeland Security in the summer of 2016.

AUP alumni leave college with skills that are valuable in either civilian or military careers. The program of study begins with a specific set of core courses that introduce students to the Auxiliary and the Coast Guard, incident management, and safe boating before delving more deeply into their areas of interest. Electives such as Boat Operations and Aviation provide a base for achieving a minimum of one operational qualification. Students gain leadership skills through the completion of a leadership capstone course, which includes internships and the Auxiliary's Leadership and Management School.

Tom Brady, AUP Division Chief, commented on AUP's future plans: "The AUP

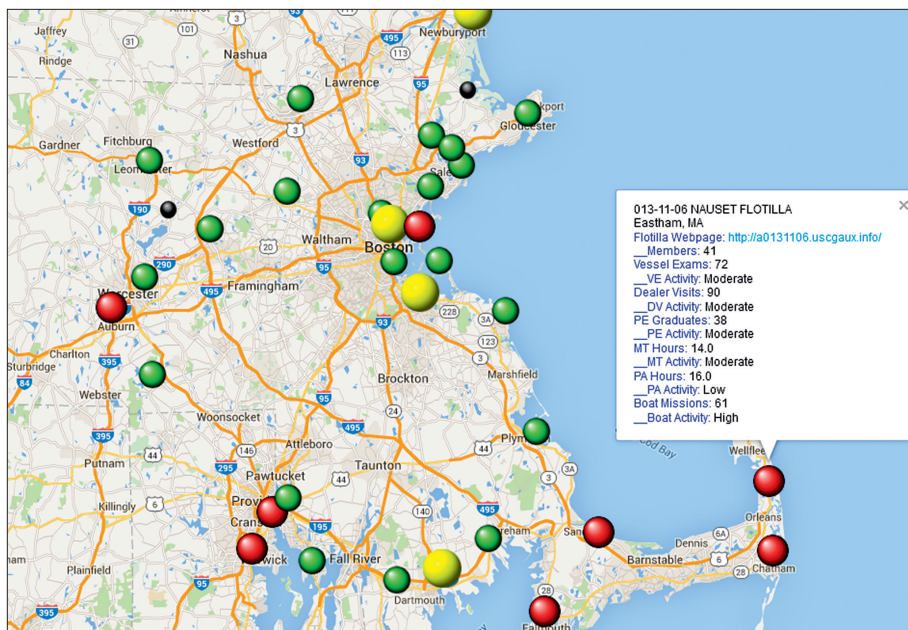


Cal Maritime Hercules: Unit California Maritime students approach a C-130 Hercules for a training flight at Airbase Sacramento.

Photo Credit: Wyatt Seaborn

team is excited to be working this year with key leaders in the Strategic Planning Directorate on a joint project which will greatly enhance our leadership development efforts." Program priorities for the academic year beginning fall 2016 include establishment of an alumni association, integrating leadership development frame working into the program of study, offering an honor graduate distinction to the most outstanding students, implementing the use of Coast Guard officer evaluation reports (OER) for seniors, and improving the quality of the active duty, reserve, and Auxiliary unit officers who serve as mentors and advisors to students. Annual revisions to the program of study continually improve the program while enhancing the leadership education provided to its students. Of these revisions and program priorities, Brady says they will "help to ensure that AUP is producing high quality candidates for leadership roles in Team Coast Guard, whether active duty, reserve or Auxiliary."

As an integral part of the Coast Guard Auxiliary, AUP plays an important role in shaping future leaders of the Coast Guard and the Auxiliary.



This image is from M's online mapping application. Flotillas around the country are shown by membership size. Clicking on a flotilla icon will provide detailed information as shown here.

Performance Measurement Directorate

By Peter Jensen, Director, Performance Measurement Directorate

A key part of the Auxiliary's National Staff that is not well-known to the public is the Performance Measurement Directorate. Called "M" for short, they are tasked with measuring and analyzing the U.S. Coast Guard Auxiliary's performance and resource data.

"A lot of our products come from ideas in the field," says Pete Jensen, the Director of M. "At a meeting at Sector New Haven two years ago, the 1st District Southern Region Chief of Staff asked me if we could do trend-line reporting for local units the way we were already doing for the districts. At first thought, this sounded like an impossible undertaking — after all, there are 150+ divisions and 850+ flotillas in the Auxiliary. But the next day, I was in my local coffee shop...and as I stared at my

laptop, I had this sudden caffeine-fueled epiphany. Wow, I thought, *we can do this!!*"

Perspiration followed inspiration. The Directorate conferred with D1SR at length to determine their requirements. D1SR also furnished volunteers to test the new interactive, web-accessible product. Along with design, testing and bug-fixes, the process had to be documented for both users and administrators. "The hardest part was making it simple for the users," says Jensen, "A kludgy app is an unused app." M created a user-friendly product that Auxiliarists could retrieve from the M website. "We also needed a catchy name, and we finally came up with Local Unit Charted Information...or *LUCI*. It went over well out in the field."

"We have a great team behind LUCI and our other products. We call them the Data Bees. They're constantly extracting raw data from AUXINFO and turning it into usable information. And that's our mission in a nutshell — to make the data make sense. Our products are designed to help Auxiliary leaders and staff at all levels to make informed strategic and tactical decisions."

M's products are accessible on their Directorate webpage (mdept.wow.uscgaux.info) to those with Auxiliary login credentials. Most are accessible by all members.

Trends Reports: These provide data visualization at the national and district levels.

Flotilla Analysis: Allows year-by-year comparison of flotilla membership levels, activity and qualifications within a district.

District Analysis: Aggregated activity per member, qualifications per district member, and other key performance and resource indicators are presented in graphical format in one brief report.

Sector Toolbox: Provides an icon-based interface to common AUX-INFO queries. Sector Toolbox provides a wide range of information on operational performance, operational facilities and member qualifications.

Mandated Training: These weekly Microsoft Excel-based reports show a matrix of personnel in each district, and the Mandated Training courses that they have completed.

Mapping: This online application shows three USA maps showing size and locations of flotillas, divisions and USCG units respectively.

Questions, suggestions and comments are welcome, and should be addressed to peter.jensen@cgauxnet.us.



Coast Guard Auxiliary photo by Joseph Giannattasio

SURF CITY, N.J. – Coxswain Laurie Huselton at the helm of her Auxiliary Vessel cuts through the blue waters of the Intracoastal Waterway (ICW) on the brisk and beautiful first day of the 2016 patrol season of District Fifth Northern.

Planning and Performance Group

By Commodore Linda Merryman, Assistant National Commodore, Planning and Performance

The Planning and Performance (P&P) group's vision is: "To be the premier resource to enable understanding the past, knowing the present and planning the future." Under the leadership of Linda Merryman, Assistant National Commodore Planning and Performance, and Robert Nelson, Deputy Assistant National Commodore Planning and Performance manages a variety of strategic and tactical functions, including oversight of the National Commodore's Strategic Plan, the Auxiliary University Program, Surveys and Performance Measurement.

Planning and Performance is tasked with ensuring that the Auxiliary's Strategic Plan (located here: http://cgaux.org/leadership/documents/Strategic_Plan.pdf) is a living document

that provides a map for accomplishing the National Commodore's vision and guiding principles and priorities. Over the past two years P&P has worked with all staff areas to define specific tactics and schedules for implementing the Strategic Plan's tactical initiatives. It is an ongoing process that is never complete and grows as the organization's needs and priorities change.

There are three articles in this magazine that describe the other major activities of the two Directorates within Planning and Performance. Strategic Planning, led by Director Andrew Welch and Deputies Thomas Jacobsmeier and Scott Pellerito, has the objective to identify and analyze significant emerging maritime safety, security, economic, and environmental issues and trends; to seek to

understand their potential impact on the Auxiliary; and to work with leadership to develop targeted strategies. Performance Measurement, led by Director Peter Jensen and Deputy F. William Scholz, is tasked with integrating performance measurements into long-range strategies for the organization.

Visit the group's webpage at <http://www.uscgaux.info/content.php?unit=pp-group> for more about Planning and Performance, and the Strategic Planning and Performance Measurement Directorates.

The International Affairs Directorate

By Dalene G. Bailey, Director, International Affairs Directorate

The International Affairs (IA) Directorate within the Coast Guard Auxiliary was inaugurated at the initiative of the Coast Guard Boating Safety Office in 1997. Its initial strategic objective was and still is to *Support Coast Guard Missions*. In addition, the IA Directorate also strives to enhance safety of the global maritime community and implement organizational change.

To achieve these goals, the Directorate has many resources, such as:

- Auxiliary Interpreter Corps
- Instructors
- Subject Matter Experts
- Online Collaboration Tools

The International Affairs Directorate is divided into two sub-directorates for Outreach and the Interpreter Corp, with a deputy director over each and two dozen staff officers. The Outreach Division assists with international travel, meetings and liaison. The Interpreter Corps is much larger.

The Interpreter Corps (IC) extends over all the districts with 445 Interpreters speaking 56 languages. The Corps is divided into Atlantic Area (LANTAREA) and Pacific Area (PACAREA). Each division has a division chief and branch chiefs for administration, deployments and outreach. The Branch Chief for Administration (BC-IAA) is responsible for maintaining training and deployment records. The Branch Chief for Deployments (BC-IAD) preps teams for deployments and serves as point of contact (POC) during deployments; and the Branch Chief for Outreach (BC-IAO) assists districts in appointing assistants to district staff officers (ADSOs) and provides assistance to the ADSOs in making presenta-

tions to flotillas, divisions and districts. The deputy director prepares reports for the director and deals directly with US Southern Command (SOUTHCOM) regarding all its Interpreter needs.

An interpreter may be called upon to translate an emergency distress call,



Auxiliarist Julian Corrales of Flotilla 070-06-07 providing interpreter support in Spanish during Tradewinds 2012.



Auxiliarist Raul Fernandez-Calienes of Flotilla 070-06-03 providing Department of Defense mandated human rights training during Tradewinds 2012.

assist during Fleet Weeks, interpret during a conference or translate a presentation or even an Admiral's biography. There are times the IC will be asked to provide Interpreters for deployments. These deployments can be as short as 48 hours or as long as 30 days. There are several requirements to fulfill before being

deployment ready, a few of which can be taken in advance. If you are interested in deployments, here are the basic steps toward being deployment ready: (i) Review the Deployment Guide on the Interpreter Corps website. Once you have read it, submit the acknowledgment page to BC-IAA; (ii) The medical clearance form can be completed by your doctor during your annual physical. Keep the form until it is requested (remember to keep it current — no more than 12 months); (iii) There are two basic courses that you can take: AT Level 1 // <http://jko.jten.mil/courses/at1/launch.html>; IS-107.15 // Federal Emergency Management Agency Travel Rules and Regulations 2015 <http://training.fema.gov/is/>. Submit certificates of completion.

Due to proximity and Coast Guard need, the focus has been primarily in the Caribbean, but within the last few years the interest has broadened to encompass Africa, the Mediterranean and Europe. An example of this broadening has been through the Africa Partnership program, where the Interpreter Corps (IC) supported U.S. Navy instructors aboard various US ships and in several countries in Africa. The IC cadre accumulated over 10,000 mission hours in 2012.

Last year, the Director attended the European section of the International Maritime Rescue Federation in Mariehamn, Åland Islands, Finland.

The European IMRF Meeting was the catalyst for formation of a Task Force, headed by Captain Udo Fox to coordinate the refugee rescue effort in the Mediterranean. This Task Force rescued 600 refugees in its first week of operations. Members of the Interpreter Corps have been alerted for possible deployment to support this effort.

Who is in Your Auxiliary?

By Commodore Mark R Villeneuve, 9th District Central Region

Typically, most Auxiliarists who are recruited and are aged 30 years old or younger are first met with the fact that the average age of an Auxiliarist is 66 years old, at least in the 9th District Central Region. This presents a perceived barrier to that new member. When the composition of the district staff is reviewed, it might suggest a form of glass ceiling that may not be overcome. The 9th District Central Region (9th CR) elected to address this very visible perceptual barrier in an aggressive manner. However, while numerous new staff officers were appointed and many 30 years old or less, achieving the talented pool of experienced staff officers (time in job and therefore age) who are able to execute a mission with aplomb significantly stressed the selection process. A perhaps unique approach was to consider the appointment of young members to support positions at the district level. The 9th District CR was fortunate to have a 19-year-old Auxiliarist at the time of his appointment, Mr. James Fockler, Aide to the 9th CR Commodore, who was able to fill and accept that role. He has been able to accompany the Commodore on many trips including memorial ceremonies at Grand Haven 2015 with plans to attend this year, all district conferences, and the 2015 Auxiliary National Convention (NACON) with intention to accompany the Commodore to NACON 2016 as well. His service in this spotlight position has allowed him to experience the Auxiliary on all levels of the organization and has provided a tangible example for all Auxiliarists in the Ninth Central Region, espe-

cially the more youthful members, to use as proof of commitment to their success and involvement in the organization. Mr. Fockler, while learning on the job, has been proactive in seeking instruction as to how to perform is unique job well. There really does not exist a useful job aid from which to gain instruction. He therefore, discussed the position and protocol of being an aide with Lt. j.g. Lloyd Heflin, Aide to Admiral Ryan, 9th CR Commander, USCG, at last Fall's Conference; obtaining many pointers and ideas that he has integrated into his support of the current Commodore. Perhaps a future leader who now has invaluable experience? I would like to think so.

The Ninth Central Region, under the leadership of Robert W. Stauffer, District Chief of Staff 9th CR, Ms. Catherine Slabaugh, District Captain South and District Staff Officer for Human Resources, 9th CR, Mr. Thomas Bresnan, Division Commander of Division 16 9th CR, Auxiliarists Ed and Linda Fairchild and Mr. Christopher Nelson, has developed a program with the Maritime Academy of Toledo to support a detachment of young Auxiliarists. The program is a combination of the Academy and the Auxiliary in recruiting high school students who are 17 years old and older with good academic performance into an Auxiliary Detachment and then to provide exposure to the maritime professions. The detachment serves as a local Auxiliary group with a connection to local high schools in the area that will obtain the benefit of Auxiliary support as well as training. Training will include all pertinent boating courses and most of

these new recruits have completed all mandated training in their short time in the Auxiliary. To date students have demonstrated interest in food service and marine safety with the expectation that their interests will change with successive groups of new members. Recently, Admiral Ryan swore in seven new students as members of the Auxiliary who are to be assigned to this detachment. This project has used the Auxiliary University Program model but at the high school level with some adaptation. It is hoped that this detachment will be able to support itself with internal leadership. In any event, the leadership of the Auxiliary in the Toledo area has committed their resources to the success of this program. One can envision benefits of these citizens serving in the Coast Guard and the Coast Guard Auxiliary.

The Ninth Central Region has been actively pursuing reasonable avenues to both recruit young members, to make them feel welcome, and to support their success. Mentoring goes a long way. Visible youth leadership at upper levels of the organization serves as a constant reminder of the commitment of the Ninth Central Region to the younger membership. Maritime detachments focus recruitment efforts in successful locations and also results in growing the youthful membership. Through these efforts the 9th Central Region it is hoped has laid a very strong foundation indeed toward achieving its vision for strong leadership in the Auxiliary of the future.

AuxIT Vision:

Supporting Your Service as Members and Member Leaders

By Jan Munroe, Director, Information Technology User Support and Services, Jeff Geddes, Director, Computer Software and Systems, and Commodore Daren Lewis, Assistant National Commodore, Information Technology

We join the Auxiliary for many reasons, but we all share a desire to serve. That service is not without challenges, one of which has been the Information Technology toolkit that supports our membership. The Auxiliary Information Technology team (AuxIT) did an analysis of a typical member with a few qualifications and serving in a single FSO role. That example member

needed to visit 22 sites and tools to fulfill their responsibilities.

We owe *every member* a better experience. We owe *members who choose to lead* a set of tools that allow them focus their energy on their members — not get lost in tedious manual processes, falter due to poor tools to communicate, or be constantly forced to defuse member frustration about finding and using resources.

Over the last few years the AuxIT team, supported by our senior leadership, has taken significant steps forward to improve the member experience. The key effort has been the development and launch of my.cgaux. You've seen the first steps in this process with features like your personalized dashboard, unit groups, events, the expanded Auxiliary Communities of Interest, and directories

myCGAux

myDashboard myGroups Leadership National Districts **Communities of Interest** National Events Directories Photos and Video Join the Auxiliary

Welcome To Auxiliary Communities Of Interest

Welcome to the Auxiliary Communities of Interest (AuxCOI) site. AuxCOI is for Auxiliary members only; it is not a public forum. It offers members an opportunity to share ideas, questions, and best practices in an open, collaborative forum, with both other members and [Subject Matter Experts \(SMEs\) who manage their respective COI](#). AuxCOI is not intended as a replacement for the Chain of Leadership, the National Help Desk or the Knowledgebase; rather it is complementary.

As the Lead Community Manager, my role is simply to make sure the COIs are responsive, promote open dialogue, and remain focused and contributory. Many thanks for your Auxiliary service, and welcome to the AuxCOI. - Sue Davies

You can contact community managers directly through my.cgaux or the community management team can be emailed at: auxcoi.cnteam@cgauxnet.us.

Forum Category List

Category	Posts
Unit Leadership & Management Focused on unit leadership and supporting officers (FN, MA, SR) Communities: Finance , Flotilla Leadership , Division	7
New Members A community for new members to share experiences and seek insight from their shipmates	0
Response & Prevention Focused on Response, Prevention, Incident Management, International Affairs, and ... Communities: Augmentation , Communications , Incident	0
Recreational Boating Safety Focused on Public Education, Partner Visitation, and Vessel Examination (PE, PV, VE)	2

Guides

[Post to a Community](#)

[Reply to a Post](#)

Using AuxCOI

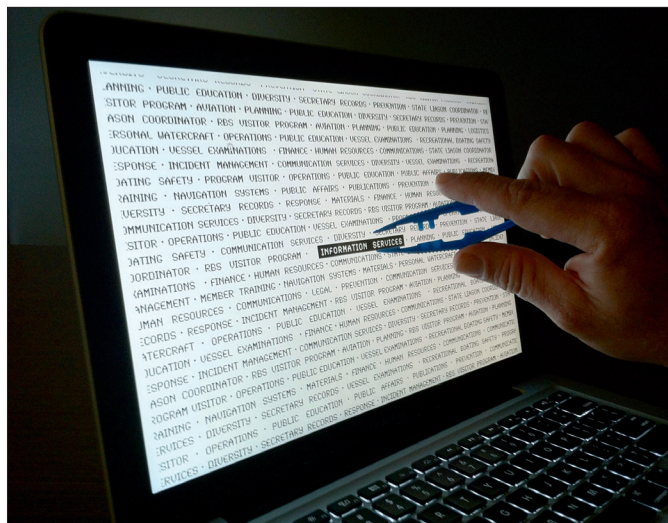
By participating in the Auxiliary Communities of Interest you agree to uphold the [code of conduct](#), follow the [specific community guidelines](#), and consent to the [community management practices](#). The communities are actively moderated. Posts and discussion topics may be removed and other actions may be taken at the discretion of the Community Management team as described in the community management practices section of this document.

The appearance of any product or service advertisement on the site to which any link is directed does not constitute, and shall not be construed as, an endorsement of that product or service by the United States Coast Guard or Coast Guard Auxiliary.

Future myCGAux website.



Future impact of the myCGAux website.



Information Services (IS) is responsible for the Auxiliary's membership and administrative databases, and information systems for member and management use. Information Services also determines the standard and increasingly electronic Form solutions used by members and management on a daily basis.

like the new Training Compendium and the RBS Atlas. These features are just the beginning.

Over the next 24 months the AuxIT team is focused on six key items:

A revolution in activity and mission reporting: Today we run on paper forms. Those forms may be digital PDFs but they are still fundamentally a paper process. This makes reporting activity tedious and, once reported, hard to track through the reporting process. The IS officer is then faced with a mountain of data entry into an antiquated system. We envision being able to address both elements of this challenge. For members reporting activity we plan to add mission reporting directly to my.cgaux. The goal is for members to be able to report their activity and then track the progress of those reports until entry into AuxDATA. For IS officers and elected leaders we will build the workflows to validate the entries and deal with any issues. Ultimately we hope to automate the entry at the end of the process, reducing the need for IS officers to do direct data entry.

Improve clarity into what activity to report: Over the past two years the U Directorate has been working with the Chief Director's office to review and clarify the mission codes we report.

Increase visibility into activity and the status of qualifications: Getting the right information into AUXDATA isn't the goal in itself. Members need direct visibility into their activity and how that activity impacts their qualifications. Our goal is to put this information directly into the member's individual dashboard on my.cgaux and aggregate that data at the Flotilla, Division, and District level to help elected and staff leaders better manage programs. You should know exactly how many underway hours or Vessel Exams you've completed and be able to see the impact of that activity on your qualifications and service performance awards.

Automate common processes: Beyond activity reporting there are many processes that require significant oversight and membership time to complete. An example is getting out of REYR in a qualification. Depending on your District's process this can take weeks, much of it lost in email routing and double-checking the data to justify the change in status. If our systems are aware of the status, we can vastly simplify these processes.

Support of the membership as we change the way business is done: While these developments are technical challenges, the key to success is supporting the

membership as these new tools become available. Our member-centric vision with my.cgaux should help as we bring more capability to one location with a simple user interface. That is not enough, you can count on the AuxIT team to continue the high level of customer service seen on the Help Desk and expect us to extend that into our support on my.cgaux.

Build community: my.cgaux is giving members access to best practices and knowledgeable shipmates from across the Auxiliary. For our large programs this means we can promote standardization and safety. For smaller programs these communities are a way for the lone member to connect with shipmates doing similar work. We expect members will mentor and support each other. As these communities develop we hope to see our programs strengthened and our members become even more effective.

These tools are not an end in themselves, our highest impact missions are in the field, not behind the computer keyboard. Ultimately we believe technology can be used to make you more effective, make your service more enjoyable, and increase the impact of the Auxiliary as an organization.



The Queen Mary arrives in California, 1967, with a U.S. Coast Guard helicopter escort overhead.

(L.A. Times photo/permission granted for use)

Auxiliarists Help Escort "Her Majesty"

By C. Douglas Kroll, Assistant Editor — *The Navigator*

RMS *Queen Mary* was built in Scotland by the Cunard White Star Line, (which became the Cunard line in 1949) and launched May 27, 1934. The 81,237-ton, over 1,019 feet in length, *Queen Mary* was the British response to the superliners built by German and French companies in the late 1920s and early 1930s. She sailed on her maiden voyage to New York May 27,

1936, and was the flagship of the Cunard line from then until October 1946 when she was replaced in that role by *Queen Elizabeth*. One of fastest ocean liners of her day, *Queen Mary* was converted into a troopship that carried Allied soldiers during World War II. In December 1942, *Queen Mary* carried 16,082 American soldiers from New York to Great Britain,

a standing record for the most passengers ever transported in one vessel.

Following the war *Queen Mary* was refitted and commenced transatlantic passenger service. By the mid-1960s *Queen Mary* was aging, and that, together competition from the growing airline industry, resulted in her operating at a loss. In 1967 the Cunard Line officially retired *Queen Mary* from service after 1,000 crossings

of the North Atlantic. The City of Long Beach, California purchased her for \$3.5 million for use as a floating museum and hotel. She left Southampton for the last time Oct. 31, 1967, and sailed for Long Beach, California. It was *Queen Mary's* 1,001th and final voyage, her "Last Great Cruise," which crossed the equator twice. 8 feet wider than the Panama Canal's widest lock, she had to sail around the tip of South America to reach her new home.

"Her Majesty," the *Queen Mary*, arrived in Long Beach, California, her new permanent home, Dec. 9, 1967, following a 39-day voyage from England, a voyage of 14,559 miles. Traveling at less than normal cruise speed, she swung toward the shore off Newport Beach, California at 0730 for the final leg of her voyage, to give Southern Californians a good view of the giant ship's last few miles at sea. The liner was expected to enter the Long Beach outer harbor at 1000 and complete docking by noon. In approaching Long Beach, the 118-foot wide vessel deliberately overshot the harbor entrance to give spectators in the San Pedro area, north of Long Beach, a good look at one of the largest vessels ever to come to California. The 1936 vintage ocean liner was the last surviving ship of the Golden Age of transatlantic travel. She became known as "The Ship of Beautiful Woods" and "The Inevitable Ship." During World War II, when she was painted with coat of dull gray paint, she was known as "The Gray Ghost." Later, after the war, she was known as "Queen of the Seas." This would be the beginning of a whole new life for this "grand old girl" of the sea, as plans were completed to make her the show-place of southern California.

Thousands of southern Californians were in the Los Angeles / Long Beach

Harbor to witness the *Queen Mary* arriving at her final port. Boaters of every type, in craft of every size, shape and form sought to get a good look as the great ship passed through the harbor. They ranged in size from very large, expensively fitted yachts, sailboats and cabin cruisers, to rowboats and rubber lifeboats. The spectator fleet was estimated to number more than 5,000 vessels. The captain of the *Queen Mary*, J. Treasure Jones, seeing the huge number of boats, described them as "more craft than at Dunkirk." The *Los Angeles Times* described it as "a tumultuous welcome that was bigger than any celebration in Southern California since the day World War II ended 22 years ago."

A skywriting plane etched a mammoth greeting in the clear, blue sky: "Hail, the Queen." Shipboard whistles and horns sounded their greetings. Fireboats shot plumes of gushing water into the sky. The *Queen* acknowledged the greetings with low, deep blasts from her horns, located on her smokestacks, towering 154 feet above the waterline.

The Coast Guard was responsible maintaining order and safety during the arrival. There were a number of breakdowns among the spectator craft for the usual reasons — power failures, lack of fuel — but no serious accidents. It would take two hours for the ship to clear the breakwater and make its way through the spectator fleet and be nudged into her temporary new home at the U.S. Naval Shipyard's Pier E by six tugboats. The Coast Guard's resources that day included over 80 Auxiliary facilities on duty, helping to keep the channel clear for her berthing, as over 50,000 well-wishers watched from the shore. The captain of the *Queen Mary*, commended the Coast Guard and the local Auxiliary for the

"best handling of spectator craft of any port we've visited."

11th District Auxiliarists also received a heart-felt "Well Done" from the District Commander, Rear Admiral Thomas Sargent, for the professionalism they showed in this, the largest harbor patrol in which the 11th District had yet participated. Once again the Auxiliary proved itself a "force multiplier" for the U. S. Coast Guard — "A Worthy Mission."

The order "Finished with Engines" was given at 1207 ending the seagoing career of the *Queen Mary*. She was removed from British registry and officially turned over to the City of Long Beach at 1000 Monday, Dec. 11, 1967.

The *Queen Mary* would remain at U.S. Naval Shipyard's huge Pier E for the next year undergoing renovations for her new role. Most of her propulsion system was gutted and early in 1969 *Queen Mary* was moved to her final berth on the inland side of Pier J to become a new and imposing fixture of the Long Beach skyline. In a dispute between maritime and hotel unions over who had jurisdiction, the U.S. Coast Guard deemed her to be a building and no longer a vessel. She opened as a hotel and museum in 1971. Although she has gone through a number of owners, she is now a floating hotel, an event and wedding venue, a museum, home to three world-class restaurants and an icon in Southern California.

Her arrival in Long Beach was safe because the Auxiliary was there in force, as a part of the largest regatta patrol ever held at the time. The professionalism shown by those Auxiliarists has left us a great example of teamwork and fostering safe boating.

Coast Guard Auxiliary in Alaska 2015

By Drew Herman, 17th District Staff Officer for Public Affairs

The awesome glaciers and wild-life of Resurrection Bay draw thousands of tourists to Seward, Alaska, each year and on Sept. 1, 2015, President Barack Obama joined them. His visit went off without a hitch, thanks in part to a Coast Guard Auxiliary surface operations team. Members Frank Veith, Bill Reiter, Mark Parmelee, Alan Drake and Sue Lang put together a patrol mission to back up the elaborate, multiagency security measures needed for the occasion.

The Coast Guard's immense 17th District encompasses all of Alaska, home of the most productive commercial fishery and some of the most challenging maritime conditions in the world. With 12 flotillas, Alaska Auxiliarists conduct rescue missions in the temperate Southeast and safety outreach to remote villages above the Arctic Circle. In 2015, more than 37,000 hours were volunteered despite having fewer than 400 members.

During a year when surface operations contracted nationwide, training and patrols like the presidential visit continued in Alaska. In every other mission area, including public education, recreational and commercial vessel examinations, member training, boat shows, and Coast

Guard support the Auxiliary's presence in the 17th District expanded.

Standout members included Michael Gartland of Eagle River, who conducted 458 vessel safety checks, Richard Rogers of Sitka, with 457 hours of website design and maintenance, and Tracy Mertens, who earned national recognition after volunteering 698 hours as a public affairs specialist with Air Station Kodiak. Furthermore, Eduardo Vitorino, an active duty Coast Guardsman and Kodiak Auxiliarist, and Debbie DeGrazio from Sitka earned Auxiliary letters of commendation for their extraordinary contributions.

Members of the Whittier flotilla hefted saws and hammers to renovate the converted former railroad car that serves as their headquarters, creating a spiffy new deck and earning another team commendation. Named "the Whittier Caboose," it stands on the main avenue with a prominent Coast Guard stripe, has iconic status for the community and its guest book contains signatures by cruise ship passengers and geocachers from all over the world.

Another team of Auxiliarists reorganized the annual district training conference into a successful and intensive leadership academy.

In June, Whittier hosted boat crew members from throughout the district for a three-day coxswain academy, allowing widely-scattered trainers and trainees to pool their efforts and resources to advance flotilla operations programs.

In the small community of Kodiak, a children's poster contest organized by the Auxiliary flotilla to promote "Kids Don't Float" had a record 350 entries. Also in Kodiak, Auxiliary members took over the duty of guiding visitor tours at the Coast Guard's largest base, home to an air station, three cutters and 12 other units.

Appearances by Coastie the safety boat, the Auxiliary's robotic mascot, helped expose children from the earliest age to ideas of boating safety and words like "pollution" and "hypothermia." The program is a valued part of a statewide public education partnership that includes cooperation with and cross-membership in the Alaska Office of Boating Safety and the Alaska Marine Safety Education Association.

In 2016, Alaskan Auxiliarists plan to continue their wide range of activities and offer more opportunities in paddle craft safety, food service and the newly-created music specialty.

The Last Patrol

By Ralph Fairbanks, Auxiliary Public Affairs Specialist I, 9th District Western Region, Flotilla 31-05

GRAND HAVEN, Michigan — The Great Lakes, often referred to as the inland ocean, have a life of their own. They can be pleasantly calm or they can be as treacherous as any large body of water in the world, particularly in November when autumn is in the decline and the cold northerly winds start to blow out of Canada. Lake Michigan is especially susceptible to these winds as they blow across the 280-mile fetch from Escanaba, in Michigan's Upper Peninsula, to Michigan City, Indiana, occasionally kicking up waves of 20 feet or more. This is the time when most boaters who have not done so already must think seriously about putting their boats away in preparation for the frigid winter. Even if the wind and wave action keeps the entire lake from freezing over, it is so cold that anyone having a mishap and landing in the water would not stand much of a chance of survival. So they bid farewell to the pleasant summertime water activities and begin hauling out their boats until spring beckons them back to boating on Lake Michigan.

This certainly applies to Coast Guard Auxiliary vessels as well. Two such facilities, Aux 44359 and Aux 41306, find their summer home on Pigeon Lake, a small lake that empties into Lake Michigan on its southeastern shore. Randy Rottschafer, an Auxiliarist from the Grand Haven, Michigan Flotilla, 31-05, owns these facilities and acquired them after the Coast Guard decommissioned them. Randy offered them to the local Grand Haven flotilla if they would maintain and operate them, and that includes laying them up for winter storage. The distance from Pigeon Lake to Muskegon Lake where they are hauled out is over 30 miles via Lake Michigan, so careful



GRAND HAVEN — Auxiliary 44359, a former USCG 44' Motor Life Boat (MLB), escorts USCGC Mackinaw (WLBB-30) into Grand Haven during the annual Coast Guard festival.



GRAND HAVEN — Auxiliary 41306 maintains patrol in Lake Michigan in support of Station Grand Haven.

planning must be done to ensure a safe passage. This is where team coordination is paramount. Mission analysis begins with selecting a time for the voyage. The coxswains, Ken Bennett and Ralph Fairbanks, and operations officer, Tom Johnson, give careful consideration to weather and sea conditions, marina scheduling, crew availability and facility status. Everything must be ready to go with safety being a paramount concern. Before getting underway, qualified crew members prepare for the mission by inspect-

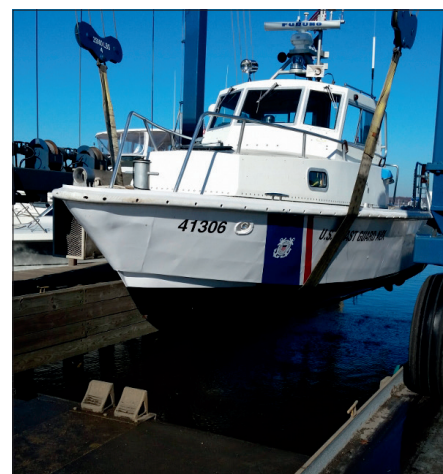
ing their personal protective equipment (PPE), checking the latest weather and sea conditions, and confirming that they have approved orders. They inspect the facility, double-check the fuel, and make sure all of the equipment is in proper working order. Finally, the coxswain conducts a pre-underway briefing with the crew participating in the risk assessment discussion.

When everything is ready, the crew throws off all lines, and the 41' Utility Boat (UTB) gets underway. The crew consists of

Ralph Fairbanks, Al Kracker, Andy Vink and Tom Johnson. The 44' Motor Life Boat (MLB) must wait until enough qualified crewmembers are available and departs 11 days later with Ken Bennett, Tom Johnson, Bob Borowski and Ralph Fairbanks on board. These will be the last patrols of the season. During their transit on Lake Michigan, the crew practices their ship handling and navigation skills and keeps a sharp lookout for other boaters needing assistance. They maintain a radio watch



GRAND HAVEN — Auxiliaries Tom Johnson and Bob Borowski stand the helm watch during transit from Port Sheldon to Muskegon Lake on Lake Michigan.



MUSKEGON — At Great Lakes Marina, a travel lift carefully brings up Auxiliary 41306 out of the water during its annual lay-up in November.



MUSKEGON — Auxiliaries Ken Bennett and Tom Johnson construct a frame on Aux 44359 that will support shrink-wrapping during winter lay-up.



MUSKEGON — Heavy wooden cradles and steel supports secure Aux 44359 during her out-of-the-water winter stay.

with station Grand Haven until they reach the marina on Muskegon Lake and are safely moored. The boats stay there until the marina is ready to haul them out a few days later.

Then the laying up work begins. Each boat must move into the haul-out slip where heavy straps from a travel lift are positioned at the strongest point on the hull. The marina lift operator raises the boat out of the water, moves it to a nearby power washing station, and cleans the hull to carefully remove algae growth, water stain marks, and general dirt and grime. The boats are then moved to their final storage location on the marina grounds and placed on cradles that support them during their winter stay. Other steel supports and heavy wooden blocks are put in place to make sure that the boats will not fall off their cradle or tip over.

Now the process of winterizing begins. The boats are scoured from stem to stern. Ralph Fairbanks removes the electronics for safe keeping. Grant Jones pumps out the bilges and cleans them of built up oil and dirt. With the help of other crew members, he removes the batteries so they will not discharge and freeze. This is no small task as each of the two 24 volt batteries weighs over 128 pounds and must be gently lifted out of the boat, over the gunnels and onto the ground. Andy Vink and Ken Bennett drain the engine, impellers, and sea chest of raw lake water and add antifreeze to prevent them from freez-

ing up. Everything that can be done now makes returning the boats to the water in the spring go faster.

Lastly, the boats are shrink wrapped with a blue plastic sheeting that shrinks when high heat is applied to it. In order to accomplish this, the crew first builds a support structure on top of the boats consisting of wooden frames and nylon straps that will support the plastic and the weight of snow and ice. Then, the crew hands up the plastic wrap on a roll to Tom Johnson and Nolan Jamieson. They carefully unroll the plastic film and lift it up and over the entire length of the boat with the help of the rest of the crew. Even the smallest amount of wind could send it sailing. When they have covered the boat, they must quickly add a nylon strap around the entire bottom of the shrink wrap and several under the hull “belly straps” to keep the plastic in place. Then the shrinking can begin. Ken Bennett uses a liquid propane torch and starts applying heat to the plastic, first at the bottom around the nylon band to tack it in place and then upward as they move around the boat. This is an art as well as a science — too much heat and it will blast a large hole through the plastic, too little heat and the plastic will not stretch. When one boat is done, Ralph Fairbanks starts on the second one. After several hours, they complete the shrink wrapping and the boats sit idle in their blue cocoons. They are ready to withstand the snow, ice, and wind that await them in the months ahead. The crew is ready for a well



MUSKEGON — Flotilla Commander Nolan Jamieson and Auxiliaries Grant Jones, Ken Bennett, Tom Johnson, and Ralph Fairbanks unroll blue shrink-wrap plastic over Aux 44359.



MUSKEGON — Coxswain Ken Bennett applies heat to the shrink-wrap of Aux 44359 to make it secure to nylon banding around the hull.



MUSKEGON — Aux 44359 rests in her blue “cocoon” awaiting the time she can relaunch in the spring.

needed rest and anticipates the next spring when they can splash the boats to begin their next patrol. But first, it is off to a local restaurant to debrief, refuel, and make plans for next year.

The Coast Guard Auxiliary in District 14

By Commodore Gary W. Frank Gumataotao, 14th District

Attention all passengers. Please return your seats and tray tables to their stowed and upright positions. We are about to land in paradise. These are the words heard by every traveler visiting Saipan, Guam, Hawaii and American Samoa—"Aloha, hafa adai or talofa." District 14 based in Honolulu has the largest Area of Responsibility of any Coast Guard Auxiliary District in stretching across the massive Pacific Ocean. These include the state of Hawaii, territories and many island nations.

The inhabitants of these islands represent the breadth of diversity with indigenous peoples mixed with Chinese, Japanese, Filipino, Indonesian, Portuguese, Korean, and Caucasian to list just some of the major groups. The Auxiliary draws from each of these groups with a hefty dose of retirees who engage in all programs. Activities include maritime observation missions, air observation, waterway watch, marine safety, environmental missions and search and rescue. We have a robust public education and public affairs agenda. Our Auxiliary Aviation program is also vibrant with multiple facilities, constant training and regular missions.

Good weather nearly all year provides us with a full calendar for training and missions. Augmentation and backfill include radio communications, office work, watch standing and Auxiliary Food Service duties. We provide security cordons for cruise ships, military vessels and public events such as triathlons, paddling contests and swim competitions. Our people also participate in ICS missions such as Deep Water Horizon and the recent U.S. Marine helicopter search and rescue activities. Unique missions come our way such as security for visitations from the President of the United States. These unique missions include whale disentanglement in

cooperation with the National Oceanic and Atmospheric Administration (NOAA) and state aquatics agencies. Auxiliarists help in locating distressed whales, marking such mammals with radio telemetry and assisting in removing fishing nets that ensnare these beautiful creatures. District 14 truly has a place for everyone who wants to serve in the Auxiliary.

The active duty Coast Guard enjoys island duty, whether it be in the metropolis of Honolulu or in a small Marine Safety Office in Saipan or American Samoa. Islanders hold the Coast Guard in high respect because of the long history of life saving and the mutuality of love for the sea. The Coast Guard is universally venerated by island communities. Cooperation is strong between island governments and

Coast Guard leadership despite rotation in personnel. This institutional platform simplifies the Auxiliary recreational boating safety mission. Saving lives is a priority for everyone as part of our deep respect for nature and the sea.

Auxiliary leadership views the tasks associated with such a large Area of Responsibility (AOR) with relish. Each day is a different challenge. Our membership is close knit and collegial despite being far-flung and remote. They are diverse in mind, culture and experience. District 14 is a wonderful AOR with beautiful islands, warm people and a rich seafaring history. Come join us for a taste of island hospitality on the sea, upon an island or in the air. You will never forget the experience.



A Maui Auxiliarist practices throwing a grappling hook used to attach telemetric equipment onto entangled whales.

Photo credit Denise Ankrum.

Green Meets Blue in Promoting Boating Safety –

Coast Guard Auxiliarists Provide Safety Briefing to Army Soldiers

By Stephen Banea, District Staff Officer for Public Affairs and Arnold Daxe, Flotilla Staff Officer for Operations, 5th District Southern Region, Flotilla 25-8,

FORT BELVOIR, VA. — Members of Flotilla 25-8, Mount Vernon, Virginia, challenged soldiers of the Army's 249th Engineer Battalion: put on a life jacket that required adjustment to fit properly, in 10 seconds or less. While the soldiers were tested, they were also taught an important lesson; that a life jacket should fit properly before entering the water. On June 9, this lesson and more was given to soldiers at Fort Belvoir as part of their Safety Day. Rich Miller, Flotilla Staff Officer Communication Services, Arnie Daxe, Flotilla Safety Officer Operations, and Tom Walsh, Flotilla Commander, of Flotilla 25-8 were on

hand to provide boating safety literature, information and tips. The Auxiliarists emphasized the importance of personal flotation devices (or life jackets), identified common boating hazards, warned of the perils of mixing alcohol and boating, and provided a schedule of local boater education classes.

The Auxiliarists had one more challenge for the soldiers; in each group that came by, a member of the group would activate an inflatable life jacket to demonstrate its use and what it looks like inflated. For the many who see these inflatable-type life jackets, few ever see them inflated or have pulled the cord



Arnold Daxe, Flotilla 25-8

FORT BELVOIR, Va. — Soldiers from the Army's 249th Engineer Battalion gather for a safety briefing from the Coast Guard Auxiliary during Fort Belvoir's Safety Day June 9.

to activate inflation, and it was a great opportunity to see what such jackets are capable of, and show that they really work. At the end of the day, the soldiers learned a couple of valuable lessons; that the challenges presented to them underscored the importance of being *Semper Paratus* before you hit the water; and that it takes very little effort to be safe AND have fun while boating, kayaking or canoeing.



Arnold Daxe, Flotilla 25-8

FORT BELVOIR, Va. — A soldier from the Army's 249th Engineer Battalion activates an inflatable personal flotation device at the Coast Guard Auxiliary table during Fort Belvoir's Safety Day June 9.



FORT BELVOIR, Va. — Soldiers from the Army's 249th Engineer Battalion try on Coast Guard Auxiliary life jackets during Fort Belvoir's Safety Day June 9.



Coast Guard Auxiliary photo

FORT BELVOIR, Va. — Members from Coast Guard Auxiliary Flotilla 25-8 give a safety briefing to soldiers from the Army's 249th Engineer Battalion during Fort Belvoir's Safety Day June 9. From left to right: Tom Walsh, FC, 25-8; Arnold Daxe, FSO-OP, 25-8 and; Rich Miller, FSO-CS, Flotilla 25-8.



PHILADELPHIA — The USCGC Eagle sails on the Delaware River.

A Proud Tradition

By Commodore Rick Schal, 8th District Eastern Region

Three summers ago, while crewing on the Coast Guard Cutter Eagle, I had the honor and privilege of meeting and talking with a retired Navy Admiral. He had no knowledge of the Coast Guard Auxiliary and was totally unaware and amazed that we even existed. He knew that the Navy did not have a similar volunteer organization and was astonished at the missions and tasks that we were allowed to perform in augmenting the Coast Guard.

This got me to really think about the organization of which I am a member. We all know that the Coast Guard Auxiliary was authorized by an Act of Congress June 23, 1939, as the Coast Guard Reserve and later changed to the Coast Guard Auxiliary. We were designated as a volunteer civilian organization for the purpose of promoting recreational boating safety and to facilitate the operations of the Coast Guard. We also know that we

have approximately 30,000- members with over one 1,000 local units. Our numbers include approximately 2,250 vessels, 180 aircraft and 1,700 radios. We perform over 2 million mission hours each year in the classroom, on the water and augmenting the Coast Guard.

We all pretty much understand about our 77-year history and what we do as an organization. However, do we ever think about how we got to where we are today? Do we ever think about the hundreds of thousands of men and women that came before us and built what we call the Coast Guard Auxiliary today? Do we ever try to determine how many millions of volunteer hours have been spent over the years on Auxiliary activities? Do we ever think about the hundreds of lives saved and the millions of dollars in property saved over the last 77 years? Do we ever think about how much work went into writing and revising our 795-page auxiliary manual,

not to mention all the other manuals that guide our everyday activities? Do we ever think about the hundreds of thousands of men and women that have taken one of our safe boating courses and have become better boaters as a result? Do we ever think about what it took to develop our values, principles, procedures, customs, uniforms and insignia? Do we ever think just what it took to become the premier volunteer organization in the world?

Why am I writing this article? It is because I believe we have a duty and obligation to carry on the work of the men and women before us. We must continue to change our culture, improve our professionalism and find more and better ways to augment the Coast Guard. However, most of all, we have a duty and obligation to those members who came before us to continue to make the Coast Guard Auxiliary the premier volunteer organization in the world, bar none.

Eighth District Western Rivers Region Auxiliary Aviation, Midwest Response to Flooding from Winter Storm Goliath

By Commodore David Starr, 8th District, Western Region

Winter storm Goliath, the seventh named storm of the 2015-2016 season, was officially the deadliest storm system of the year in the United States. Between the tornadoes in Texas, flooding in the Midwest, as well as blizzard conditions in the Southern Plains, Midwest and Northeast, Goliath took 52 lives across the country.

The 8th District Western Rivers Region (8WR), which covers all or parts of 16 states in the midsection of the country, has the largest area of responsibility (AOR) in the continental United States with over 6,000 miles of navigable waterways. Our rivers include the Mississippi, Missouri, Illinois, Arkansas, Red, White, Black, Blue, Ouachita, Kaskaskia, Yazoo and their tributaries along with numerous lakes and water impoundments. Furthermore, cities of all sizes, shore side infrastructure, and innumerable commercial ports lay alongside our waterways.

In late December 2015 our southern AOR was experiencing warmer weather than usual when winter storm Goliath arrived after depositing record snowfalls and blizzards to our west. On Christmas Eve, heavy and sustained rain started to fall in our southern areas. Arkansas, Louisiana, and Oklahoma experienced flash floods with loss of life. The system then started to slowly move northeast through the Mississippi and Ohio River valleys, inundating Illinois and Missouri with even heavier rains.

In the end, the storm system caused severe flooding in 13 states, with Missouri being especially impacted. Parts of the state were hit with over 10 inches of heavy rainfall. At least 14 people died due to the floods in Missouri alone. Flash flooding

also claimed seven lives in Illinois, two in Oklahoma, one in Arkansas.

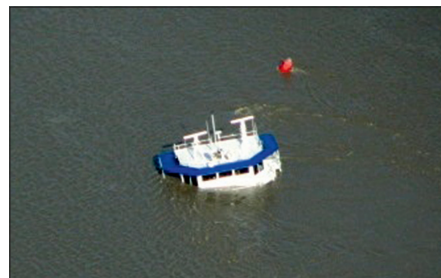
More than 180 roads, including portions of Interstates 44, 55 and 70, as well as several bridges were closed. The Meramec River, near St. Louis, crested 2 feet above its previous record height, inundating nearby communities, homes and businesses located there. Other areas that were in Goliath's path received 8-16 inches of rain in a short amount of time. Rivers, streams and tributaries were rising fast, and being wintertime the majority of District 8WR's surface facilities were off the water and winterized.

So... "Who you gonna' call"?

Needing to repeatedly cover large geographic areas in the fastest time possible both the Upper and Lower Mississippi River Sectors put out the call for air support to the Coast Guard and to 8WR Coast Guard Auxiliary Aviation (AuxAir). Personnel and aircraft from Air Station New Orleans, the supporting air station for our AOR Aviation Training Center Mobile, and 8WR AuxAir responded to the call.

Our overflights gave operational commanders, as well as local, state, and federal responders real time information about the areas most affected. Furthermore, they provided both pre and post flood data to help in the decision making process. Pictures and videos transmitted from these flights provided "big picture" information and, when supplemented with ground level reports, greatly increased response efficiency.

As the flooding continued, the volume of water moving down river began to have a "snowball rolling downhill" effect. Several levees were topped, five on the Mississippi,



Capsized towboat in the Mississippi River after Winter Storm Goliath in December 2015.

three on the Missouri, and 1 on the Kaskaskia. In some of our pictures the sides of levees can be seen starting to slide into the river like a slow motion earthen avalanche.

Have you ever seen a "submarine towboat"? During the high water event a collision occurred on the Mississippi River in the Memphis, Tennessee area. A towboat sank in the channel leaving only the wheelhouse exposed.

Additionally, the floodwaters swept away many of the aids to navigation on the affected rivers. AuxAir pictures and reports, along with surveys from CG facilities, provided information to 8th Coast Guard District Waterways personnel allowing them to plan the material and budget needed to repair and replace the aids to navigation after the waters had receded.

In a safe and efficient manner, the Eight Western Rivers Region AuxAir again demonstrated their value by providing timely response and valuable information to our active duty partners as well as to our communities. The 8th Western Rivers Auxiliary Aviation continually works to make AuxAir a valuable asset for our Sectors and the 8th Coast Guard District.



Photo courtesy - Mike Chapman

National Parks Service Ranger aboard Auxiliary facility 25531 assists crew Angela Othersen (center) with a water skier's minor injury.

The Coast Guard Auxiliary in the Desert

By Rick Harrach, Auxiliary Detachment, District 11 Southern Region, Flotilla 10-7

LAKE POWELL, AZ.-The Auxiliary Detachment Lake Powell (AUXDET) originally was a two-year pilot program born during NACON 2013 at the request of Vice Admiral (now Commandant of the Coast Guard) Paul Zukunft. The 11th Coast Guard District provided a Defender Class B Response Boat-Small (RB-S) to Auxiliary District 11 Southern Region (11SR), Division 10. The designated Facility 25531 was delivered to Lake Powell, Arizona. The mission of the AUXDET "is to support the Coast

Guard (CG) and CG Auxiliary duties in accordance with current directives."

The RB-S 25531 was used primarily to get boat crew candidates and coxswains trained. To be considered for the AUXDET Team, a candidate must have been crew or coxswain certified for a minimum of one year, with a minimum of 30 hours of patrol time during the previous year, demonstrate proficiency, be sufficiently fit to crew on the vessel, and commit to a minimum of three weekend patrols (Friday, Saturday and half Sunday) per year. The

specified training for candidates and crew is primarily focused on the electronics package such as the Integrated Navigations System. Additional training includes area familiarization, National Park Service regulations, and expectations.

Initial training is a grueling four-day component, with continuous applicable demonstrations of crew proficiency, as well as written exams to test knowledge. The training is a "mirror" image of the active duty Coast Guard, and a high standard of performance is maintained. A candidate



Photo courtesy — Mike Chapman

Auxiliary Coxswain Joe MacDonald (right) and Crew Rick Harrach (left) plot hazard areas for navigational safety.



Auxiliary facility 25531 patrolling in the Castle Rock area

goes through the Qualification Exam (QE) process conducted by CWO2 Kevin Bentle, from Sector San Diego. This process not only holds the team to Coast Guard standards, but also provides a great opportunity for the active duty and Auxiliary to work side by side, develop a bond and build relationships.

During the District Training awards banquet for 11SR, the AUXDET was recognized in a ribbon cutting ceremony to recognize the success of the program, which may be implemented nationwide depending on funding. The AUXDET Team assisted Captain John Spanner, USCG (RET) with cutting the symbolic red ribbon of which a piece was presented to each member. Additionally, the AUXDET Operations Officer Karen Chapman, and AUXDET Engineering Officer Mike Chapman received the Auxiliary Achievement Medal for their personal contributions and sacrifices to assist in the success of the program. The AUXDET Team additionally received the Coast Guard Team Commendation award in 2015, cited for exceptional service and impact on Lake Powell.

The significant impact of the AUXDET project on Lake Powell was noted by other agencies. Ty Hunter, Chief Ranger Utah State Parks, stated "The RB-S crew and Coast Guard Auxiliary members

made such an impact that not one life was lost at Lake Powell in the 2015 boating season." He further went on to state "it's been forever since that has happened, and my Rangers said that everywhere they went, the RB-S or other Auxiliary Patrol Facilities were already there, we didn't have much to do. What a job they did." Additionally, National Park Service District Ranger Shawn McNally stated that "the U.S. Coast Guard Auxiliary is perhaps one of the most critical organizations that assists us. They continually provide professional personnel and resources on busy weekends, special events and search & rescue/recovery operations. They are truly an invaluable partner."

Validation of fiscal year 2015 was substantial with 41 Marine Observation Mission patrols, interacting with 1,056 boats, 115 personal watercraft, 224 kayaks, 31 minor Search and Rescue's and resulting in approximately \$1,206,000.00 in property value saved. These numbers reflect the magnitude of how much impact the presence, actions, and devotion to duty that the AUXDET team has contributed for successful missions to provide safety, partnership, and ideals of the Coast Guard and Auxiliary. AUXDET Engineering Officer Mike Chapman reiterated that there are 3 million visitors annually to Lake Powell. According to the National Park Service, Lake Powell is

one of most active inland lakes in the United States, with a shoreline equivalent to the West Coast of the United States and is one of the most hazardous. The lake is created by the damming of the Colorado River upriver from the Grand Canyon. The lake and river are federal waterways, because they border multiple states. The AUXDET Lake Powell functions in a unique capacity of the Coast Guard, as the primary Coast Guard search and rescue asset in the Page, Arizona and Lake Powell area.

Mr. Chapman further enumerated that highly trained, and skilled members of the AUXDET Lake Powell are often the only impression of the Coast Guard by the general public at Lake Powell, and they perform that duty well. Serving as a vital asset of Sector San Diego, the AUXDET Lake Powell members significantly increase the recreational boating safety of Lake Powell by responding to countless requests for assistance. Having the distinctive opportunity to operate a Coast Guard Defender Class boat, AUXDET Lake Powell boat crews mirror the training and responsibility of the Active Duty Coast Guard to be fully prepared to respond to a variety of missions and perform in a safe and efficient manner. The Coast Guard quote: "WHEN THINGS ARE AT THEIR WORST, WE ARE AT OUR BEST," and AUXDET Lake Powell reflects this image!

Team Coast Guard Readies Coast Guard Assets for Public Viewing

By Commodore John Staggs and District Captain East Tom Mullally, 9th District Western Region

United States Coast Guard Auxiliary Ninth Western District Division 33 spearheads an annual event in the spring by assisting the Michigan Maritime Museum with the cleaning of donated static displays of past United States Coast Guard facilities.

Boats on display include:

- 26' Pulling Surf Boat
- 26' Motor Surf Boat
- 36' Motor Life Boat, No. 36504
- 1881 Merryman Life Boat used by the Life Saving Service

Division 33 was approached by the Michigan Maritime Museum in South Haven, Michigan to see if the Auxiliary would be interested in assisting the museum with readying the Coast Guard assets for public viewing again this year. The assets, listed above, are housed in the Van Oort Boathouse on the museum campus.

Robert Kent, Staff Officer for Public Affairs of Flotilla 33-8 reached out to the flotillas within the division and surrounding divisions. Simultaneously, the museum reached out to Coast Guard Station Saint Joseph to see if personnel were available. Petty Officer First Class Chris Dougherty of Coast Guard Station Saint Joseph, answered the call and arranged for the duty crew working on the requested date to assist in the activities.

On Saturday, April 23, at 0900, 10 Auxiliarists showed up at the museum.

Approximately 30 minutes later, the four-man crew on the 45' Medium Response Boat from Station Saint Joseph pulled up in the Black River alongside the museum.

The museum staff laid out the work being requested and Mr. Kent started assigning the tasks. While diligently performing the requested work, extra care was needed while performing the cleaning and polishing tasks on the last 3 types of wooden rescue boats. All windows were cleaned, floors were vacuumed and swept, wooden hulls wiped and brass polished. Active duty and Auxiliarists worked side by side in teams to ready facilities that once were used in saving lives and returning crews to their quarters.

Besides the rescue boats, the museum has a building on the campus that used to be the crew quarters for the U.S. Life Saving Service. Auxiliarists and active duty cleaned the quarters, washed the windows, and cleared away a winter's season of grime.

Once the requested tasks were completed, all hands went into the museum and started cleaning other static displays that depicted maritime life. Many bulletin boards, poster boards, and display cases tell the stories of rescues by the Life Saving Service and the Coast Guard. Famous wrecks are depicted on a Great Lakes map. The team continued to clear away a half year of dirt from the exhibits.

Upon completion, active duty, Auxiliarists and museum staff reviewed the work

performed and insured that the Coast Guard was being presented in a quality way. As appreciation for their efforts, the Michigan Maritime Museum provided lunch for the Coast Guard active duty and Auxiliarists.

But the Coast Guard and Auxiliary work was not completed. During and after lunch, in-depth discussions were held with the boat crew from Station Saint Joseph. The upcoming boating season, patrols, public affairs events, and other joint activities were discussed and planned out.

Before departing, the museum notified the Coast Guard that the boat that was in the movie, "The Finest Hours," 36500, would be arriving at the museum and would be on public display around the ninth of July. This would be a long-term loan of the boat. The boat used in the movie was actually 36460 but was renumbered for use in the movie. The owner of the movie boat lives in Michigan and had agreed to let the museum display the boat. The fact that the crew from Station Saint Joseph and the Auxiliarists who volunteered were able to be part of this historic facility just added to the overall experience.

Team Coast Guard performed as expected to insure a grateful public will enjoy viewing and experiencing what the Michigan Maritime Museum has to offer with a bright light on the Coast Guard.

Flotilla Assists Coast Guard in Evaluating Public Safety Uses for Unmanned Aircraft

By Gary Palsgrove, Immediate Past Flotilla Commander, Joe Riley, Flotilla Commander and Erik Amato, Flotilla Staff Officer for Publications, 5th District Southern Region, Flotilla 3-10

CALLAO, VA.—Flotilla 3-10 of the 5th District Southern Region has been providing mission readiness support to the Coast Guard Research and Development Center (RDC), CG Station St. Inigoes and U.S. Navy during

the testing and evaluation phase for small Unmanned Aerial Vehicles.

The Coast Guard mission need focuses on obtaining a “better understanding of the risks, benefits and limitations of operating existing Commercial off-the-shelf (COTS)

Small Unmanned Aircraft Systems (SUAS) technology in a maritime environment for cutter forces other than the National Security Cutter (NSC).”

This particular CG project is termed RAMPS. This new acronym stands for Robotic Aircraft for Maritime Public Safety. “The RDC is considering only technically mature, flight-proven vehicles with fully integrated sensors for this evaluation. There will be five different vendors scheduled to provide UAV groups to evaluate and demonstrate current capabilities in support of 11 mandated Coast Guard missions.”

An Auxiliary boat, Auxiliary facility 25331 (AUXFAC 25331) was utilized for this multiday

mission with coxswain Gary Palsgrove crew members Joe Riley and Phil Landry crew. The Flotilla 3-10 team arrived at Station St. Inigoes the evening before the exercise and was able to participate in the preparations and briefings leading up to the full days scheduled events.

During 2015, a number of Flotilla 3-10 Auxiliary boats, coxswains and crew have been used in multiday multitask evaluations of a series of drones varying in size from the smaller “Wasp” to the over six foot versions that can be deployed and recovered from cutters. The Auxiliary facility provided a platform to deploy a thermal Oscar (TO) to simulate a person overboard in the water, in addition to providing support for an environmental oil spill simulation, a law enforcement mission, and air vehicle retrievals. The Auxiliary crews also provided line of sight (LOS) tracking for aerial vehicles during testing.

One member of the CGRDC team was assigned in each auxiliary facility to launch and retrieve the SUAS “drone” aircraft, and direct the Auxiliary crew in the handling of the small aircraft once back onboard the vessel, along with proper handling of the thermal Oscar.

It was most gratifying to realize that due to the continuing upgrading of skills and constant training the Coast Guard Auxiliary is ready and has a valuable role to play in the development, testing and evaluation of the latest maritime public safety programs such as RAMPS.

Flotilla 3-10 stands ready to provide facilities and well-trained and highly skilled members when called on again.



Phil Landry drying off the AV shortly after its retrieval from the Potomac River.

A recently rescued Kemp's Ridley turtle swims in a tank before being taken out and flown to Florida Thursday, Jan. 7, 2016. This turtle, along with 24 others, were transported by the Coast Guard Auxiliary after they became stuck in the arm of Cape Cod on their way back to warmer waters for the winter.



U.S. Coast Guard photos by Petty Officer 3rd Class Ross Ruddell

Coast Guard Auxiliary Rescues Endangered, Cold-Stunned Turtles from Cape Cod Shore

By U.S. Coast Guard Public Affairs - 1st District

The Coast Guard Auxiliary took part in a mission Jan. 7, 2016, to rescue endangered Kemp's Ridley Turtles cold-stunned from the shores of Cape Cod, Massachusetts.

Kemp's Ridley turtles come up to northeast waters in summer and become trapped in the elbow of the Cape's arm as the water cools in the fall. These cold-

blooded reptiles experience a hypothermic reaction to the cold temperatures with slowed breathing and heart rates, lethargy, thinning and oftentimes pneumonia.

Without intervention many of these rare turtles would have died.

"It is extremely helpful to the turtle population as well as the rehabilitation organizations trying to manage this



Coast Guard Auxiliary pilots Steve Trupkin (left) and Pete Lombardo (right) pose for a picture before departing Marshfield Airport with 25 cold-stunned Kemp's Ridley turtles Thursday, Jan. 7, 2016. The turtles were flown to Florida after becoming stuck in the arm of Cape Cod during their journey south for the winter.

critical event,” said Kate Sampson a sea turtle stranding and disentanglement coordinator at the National Oceanic and Atmospheric Association. “Larger turtles are stranding now and creating a crisis of space at the New England Aquarium.”

A Coast Guard Auxiliary flight crew from the 1st District Southern Region, flying out of Marshfield Airport, flew about 25 of the turtles to Orlando, Florida, where they were released into warmer water.

During transport, the turtles were loaded into the airplane in special boxes with insulation to keep them warm. While in flight the turtles have to be kept between 68 and 75 degrees Fahrenheit.

“We’re honored to work with our partners at NOAA and the New England Aquarium to ensure these turtles arrive safely in Florida,” said Coast Guard Auxiliary pilot Steve Trupkin.



Two Coast Guard Auxiliary pilots talk with a member of the Marine Animal Rescue Team from the New England Aquarium about the logistics of flying rescued sea turtles at Marshfield Airport, Thursday, Jan. 7, 2016. The turtles became trapped in the arm of Cape Cod on their journey back to warmer waters in Florida for the winter.



A cold-stunned Kemp's Ridley turtle sits in a warm box before flight to Florida at Marshfield Airport, Thursday, Jan. 7, 2016. The sea turtle, along with 24 others, was flown to Florida by members of the Coast Guard Auxiliary.

U.S. Coast Guard photos by Petty Officer 3rd Class Ross Ruddell

Auxiliarists in District 13 Successfully Face Many Challenges

By Commodore Richard Coons, 13th District

United States Coast Guard District 13, Washington (state), Oregon, Montana, and Idaho, have experienced many changes in during the first half of 2016 regarding the conducting of business. Mandatory Training and Rescue and Survival Systems (RSS) have dominated our lives for the most part. Consequences are a real issue as members who do not complete mandatory training will lose certification necessary to participate in the Auxiliary's many missions. Emphasis regarding keeping members up to date on the requirements of these programs has been increased throughout the Coast Guard Auxiliary.

Here in the Northwest we are also spending a great deal of time preparing for a simulated disaster event known as "Cascadia Rising, CR16." This drill, sponsored by the Federal Emergency Management Agency (Federal Emergency Management Agency), is an all-encompassing drill for an event based on a 9.0 earthquake along the West Coast of the Northwest states. The functional exercise took place in June. Being a multiagency drill, the Coast Guard Auxiliary worked with many other government agencies and activated our Continuation of Operations (COOP) plan. Our primary mission for the Auxiliary is accountability of all members. Active duty personnel are fully involved in this drill, with the Auxiliary possibly assisting with communications and logistics.

Members of Sector Puget Sound Auxiliary continue to participate with PAWS Wildlife Naturalists of Lynwood, Washington, a nonprofit organization based on education, rehabilitation and sheltering of animals, by assisting with the release of sick, injured, and orphaned young harbor seals upon full recovery. This is an ongoing

cooperative program and much appreciated by the PAWS members and wildlife enthusiasts. Auxiliary facilities are used to return the pups to their original habitats.

Our "Life Vest Loaner" program is a big success in District 13. The Auxiliary assists in the district with monitoring usage, maintenance, and replacement of the life jackets. The four states have life jacket loaner programs that complement local community based loaner stations. Montana Fish Wildlife & Parks noted in 2004 that it had 40 plus sites that have continued to expand. Washington State Parks and Recreation has a display map that shows the locations of its sponsored loaner stations at 157 different spots as of June 2013. Idaho Parks and Recreation announced that it had 82 life jacket loaner stations all over the state on 28 Sept. 2015. The Oregon State Marine Board indicated that it has 50 plus life jacket kiosks for its boaters as of 27 May 2016.

One of the biggest highlights for the district is participation in the "Honor Flight" event. During the latter part of April, the Coast Guard Auxiliary, along with our active duty counterparts and other Department of Defense (DOD) entities gathered at Sea Tac Airport to escort World War II veterans in an emotional send-off to Washington, D.C. for a special weekend visiting the Veterans Memorial and participation in gracious ceremonies. Over 50 terminally ill veterans, mostly in wheel chairs, represented all branches of the uniformed armed services. The veterans and their escorts were greeted at the departure gate by Rear Admiral Richard Gromlich, Commander of the Thirteenth Coast Guard District. The 0400 hours send-off was supported solely by the United States Coast Guard encom-



A leaning day beacon is marked with a temporary lighted beacon. .

Photo by Joseph Giannattasio

passing two dozen members, including six Auxiliarists. Upon their return, all DOD entities were represented, again led by a very large CG/AUX contingent. Bagpipes led the way to the atrium where speeches were given and refreshments were served. During the procession travelers in the airport saluted, cheered, and thanked the veterans for their service.

Another very successful public education program in District 13 is the "Confidence in Boating" course. Recommended for women, and taught by women, this class teaches members in emergency procedures and safety issues if they find themselves in charge in an emergency situation while underway. These classes are generally full, and many with waiting lists. This has turned out to be a very good revenue builder for sponsoring flotillas.

We are extremely proud of our Color Guard/Honor Guard units. As these units become more and more popular, interest is growing, and new prospective members are expressing interest in joining the groups. Parades, sporting events, memorials, etc. are placing increasing demands on this cadre and we are trying to keep up.

Auxiliarists Assist Scouts with the Barefoot Mailman Hike

By Andrea Rutherford, 7th District Staff Officer for Public Affairs, Division 3

On a balmy Saturday morning in Broward County, Florida, while most teenagers were sunning in the surf or sleeping until noon, over 340 intrepid Boy Scouts, Girl Scouts, and their parents and leaders were up at dawn and forming up to complete a 35-mile hike on the Atlantic coastline. This 30 January 2016 was the 51st year of the annual march to commemorate the route of the Barefoot Mailman of the 1800s, who walked the same shoreline route weekly delivering mail.

The Scouts (12 years and older) came from all over south Florida and some from as far away as Pennsylvania. The Scouts, dressed in uniforms and carrying full packs with all their supplies for two-day event, started the hike at Pompano Beach pier and ended with a ceremonial troop flag parade at Collins Park on Miami Beach. The hike included an overnight campout, and at the final stop, the Scouts received their Hiking Merit Badge, as well as the Barefoot Mailman patch.

The bright spot in the first day for many of the hikers was being transported across Hillsboro Inlet on Coast Guard and Coast Guard Auxiliary facilities. While the letter carriers had to row small boats to cross the inlet, the Scouts could put down their packs, don a life jacket,

and enjoy a 10-minute boat-ride — cool breeze, mild temperatures and they were all smiles.

Over 35 Auxiliarists from Division 3 Flotillas participated in the event. An Auxiliarist radio watch stander at Station Ft. Lauderdale coordinated the vessels. Two 45-foot Response Boats-Medium from Station Fort Lauderdale and five Auxiliary facilities from Division 3 provided the transportation. On the docks at either end, Sails Marina and Station Fort Lauderdale, another 20 Auxiliarists handled lines and packs to assist the vessels and hikers.

Who was the “barefoot mail carrier”? The first U.S. Mail Carriers on the eastern coast of South Florida began delivering mail between West Palm Beach and Miami in the early 1880s. Because there were no roads, the carriers had to walk the beach, and at the inlets, they had to row themselves across. A round trip of 136 miles took six days, with stops at refuges overnight along the way. Walking barefoot on the beach with canvas mailbags (instead of conventional cowhide) was easier and more comfortable for the carriers.

One of the earliest carriers, James “Ed” Hamilton, disappeared on his route in 1887, and he was suspected of drown-

ing while trying to swim the Hillsboro Inlet to recover his rowboat — someone had used it and left it on the other side. His body was never recovered. The 8-foot tall commemorative statue at the Hillsboro Lighthouse was constructed in his memory. By 1892, county roads were being paved, and the mail carriers traveled on the roads.

Preparation for the commemorative hike takes months. The Scouts (wearing sneakers or heavy hiking boots, unlike the letter carriers), had to complete 5-, 10-, and 20-mile hikes to qualify for the 35-mile hike. In the early years of the annual hike, the Scouts were bussed or driven in cars around the inlet at Fort Lauderdale.

About 15 years ago, the Coast Guard and Coast Guard Auxiliary began ferrying the hikers by boat through scenic Port Everglades, past towering cruise ships and freighters, both to keep more in the tradition of the event, as well as to keep the hikers closer to the beach and able to resume their hike as quickly as possible. And so new traditions are added to the old, while the spirit of the Barefoot Mailman continues to teach the Scouts how to set and achieve difficult goals.



SAN FRANCISCO—Hyde Street Pier commercial fishing vessels with crabbing pots on docks waiting for the crab season to start.



SAN FRANCISCO—Auxiliarist Chester Bartolini inspects a dry suit.

Fishing Vessel Safety Program Enhanced by Coast Guard Auxiliary as a Team Coast Guard Partner

By Roger Bazeley, Assistant District Staff Officer for Public Affairs, District 11-North

Commercial fishing is one of the most dangerous occupations in the world. The United States Coast Guard Auxiliary and United States Coast Guard Commercial Fishing Vessel Inspection Teams covered multiple ports providing inspections before the opening of the 2015 crabbing season in spite of a significant delay due to warmer waters algae bloom contributing to high levels of toxic domoic acid, a neurotoxin in crabs. District 11-North has approximately 1,400 fishing vessels operating in its waters. The Auxiliary and USCG approach to implementing fishing vessel regulations has focused primarily on communication and education. The Auxiliary has been actively engaged in assisting dockside commercial fishing vessel safety exams with USCG active duty, reserves, and civilian employees to facilitate servicing the industry.

This year there were multiple teams that offered safety examinations to commercial fishing fleets and owners located at Crescent City, Eureka, Fort Bragg, Bodega Bay, San Francisco's Hyde Street Pier, Pillar Point-Half Moon Bay, Santa Cruz, Moss Landing, and Monterey teaming up with USCG active and reservists for hands-on training. The Vessel Safety Check teams met for a day of classroom training at Coast Guard Island, Alameda, California, with instructors Manny Ramirez, CFVE and reservist Lieutenant Commander David Cripe. The teams of examiners were deployed to nine fishing fleet locations the following week, before the scheduled opening of the 2015 crab season.

The USCG 11th District Prevention Division states, "The heart of our enforcement program is the mandatory dockside

examination. The dockside examination program involves an inspection by qualified Coast Guard team members to help fishermen bring their vessels into full compliance with federal regulations (CFR). The primary goal of the examination program is aimed at prevention and reducing the high injury and death rate in the commercial fishing industry.

These free examinations are thorough vessel checks, which examine all safety equipment. The examinations are done by qualified Coast Guard and USCG Auxiliary personnel, or a third party organization accepted and designated by the Coast Guard. The fishing vessel operator is required to possess a valid current commercial fishing vessel examination decal and USCG Certificate of Compliance for vessels operating beyond three nautical miles off the baseline of the U.S.



SAN FRANCISCO — Auxiliarists inspecting three immersion suits on a fishing vessel at Hyde St. Pier, San Francisco. CFVE Team: Commodore Dale Fajardo and Auxiliarists Chester Bartalini, Sue Fry, and Michael Mitchell.

territorial sea. The examination educates the fishing public and to ensure vessel safety. The penalty for not passing the exam generates an official 30-day notice of deficiency. However, if the exam is passed, a Safety Decal and USCG Certificate of Compliance is issued indicating the vessel is in compliance with all current applicable Coast Guard regulations.

Example of Safety Requirements Subject to Examination for Commercial Fishing Vessels:

- There must be at least one Coast Guard approved PFD device of the proper size for each person on board the vessel. Immersion suits (also known as “Exposure or Survival Suits”) carried on board, are acceptable as long as they are maintained and in good condition. All devices must have 62 square inches of reflective tape (31 square inches on the front and 31 square inches on the back and the same on the inside if the device is reversible).
- The reflective tape on immersion suits must be placed so that the tape can be seen if the wearer is in a floating position. When ves-

sels operate on ocean, coastwise, and Great Lakes voyages a Coast Guard approved PFD light must be attached to the front shoulder area of the required device.

- A Coast Guard approved throwable flotation device (orange ring life buoy with 60’ of line for vessels of 26’ to 64’), or throw-able cushion for vessels 26’ and below, must be carried on board. Commercial fishing vessels are required to carry a Coast Guard approved survival craft of sufficient capacity to accommodate every person on board out of the water, as determined by the USCG requirements tables.

“The Coast Guard Authorization Act of 2010 changed the requirements for examinations from voluntary to mandatory for the majority of commercial fishing vessels, effective Oct. 15, 2015. The Act increases the requirements for safe practices, appropriate manning levels, and for drills and emergency procedures. While responsibility for commercial fishing vessel safety continues to rest with the boat owners and operators, the Coast Guard and the Auxiliary provides increased oversight of



Roger Bazeley, USCGAUX, FSO-PA, D11N

Auxiliarists Sue Fry and Commodore Dale Fajardo checking a fishing vessel's emergency position indicating radio beacon (EPIRB).

safety practices and regulatory compliance.” (USCG Auxiliary Prevention Directorate)

The Auxiliary is currently training additional personnel including USCG Reservists to assist the active duty Coast Guard to perform commercial fishing vessel examinations. The various teams that went out this year were a combination of Auxiliary, active Coast Guard, and USCG reservists who worked together as “Team Coast Guard” in performing this year’s commercial fishing vessel inspections.

“The Commercial Fishing Vessel Examiner qualification for Auxiliary members is exactly the same as for active duty and reserve personnel. A high level of professionalism and acceptance of responsibility is required for the qualification, as well as an ongoing commitment to improve the safety outcomes for the fishing vessel industry. There is a formal education requirement, either from the local sector or the CFVE C-School.” (USCG Auxiliary Prevention Directorate website)

Rear Admiral Joseph A. Servidio, Commander 11th Coast Guard District, has previously spoken to the accomplishments of the dedicated enlisted, civilian, and volunteer auxiliary members of the U.S. Coast Guard Team that support the successful missions and goals for ensuring maritime safety, recreational boating outreach, and maintaining port and national security, as well as environmental quality through rapid incident response. The U.S. Coast Guard Auxiliary plays a vital role as a force multiplier in many of these key missions including the annual examinations of Commercial Fishing Vessels.

USCGC STRATTON (VMSL 752) Homeports

After Another Successful Historic Cocaine Seizure Off the Mexican Coast

By Roger Bazeley, Assistant District Staff Officer for Public Affairs,
11th District Northern Region

ALAMEDA, Calif. — The U.S. Coast Guard's National Security Cutter, the 418' USCGC *Stratton* sailed into San Francisco under the fog-misted Golden Gate Bridge to berth at Coast Guard Island, Alameda, California. *Stratton* is designed to take on a variety of diverse multi-operational tasks from humanitarian assistance disaster relief missions to those of rapid deployment response to search and rescue to supporting national security and defense.

Coast Guard Cutter *Stratton* crew member, Ensign Kyle VanDillen, who grew up in San Jose, experienced the successful seizure of a massive 12,000 pounds of cocaine valued at over \$181 million when a U.S. maritime patrol aircraft spotted a 40 foot submersible 200 miles off the coast of Mexico on 18 July, 2015. This was in VanDillen's words part of the routine missions in public safety and drug smuggling interdiction that motivated him to join the U.S. Coast Guard, as a 2014 graduate of the U.S. Coast Guard Academy.

VanDillen is currently serving as a deck watch officer aboard *Stratton*. While at the US Coast Guard Academy located in New London, Connecticut, he sailed aboard the historic training tall ship USCGC *Eagle*, built at Bremen, Germany in the 1930s. When asked how he viewed his future career with the Coast Guard he replied that he was very excited about his



Captain Dorothy Stratton — poster

current mission and duties, and would see how well his career advanced over the next few years of service. He expressed an interest in urban and transportation planning as a career, if not currently serving with the Coast Guard or after he completes his service. His family is very important to him and supportive of his career choice with the Coast Guard, and now resides in Baltimore, Maryland after his father retired from the United States Air Force and took a position as a traffic engineer with the city of Baltimore. His mother is a public high school teacher and his sister is a junior in college.

The new USCGC *Stratton*, a Legend-Class National Security Cutter of 418' LOA is the third commissioned national security cutter with unique long range multi-mission capabilities. The ship's seal



USCGC STRATTON MSL 752, National Security Cutter, USCG Base Alameda, Ca



USCGC *Stratton*'s aft boat launch area



Stratton's Communications Area

PHOTOS: Roger Bazeley, FSO-PA
USCG-AUX 17, ADSO-PA D11N

bears the motto, “We Can’t Afford Not To.” The ship’s aft flight deck can handle on board two helicopters of the Dolphin and Jayhawk types for air search and rescue operations.

USCGC Stratton, was named in honor of Captain Dorothy C. Stratton, who was born in Brookfield, Missouri March 24, 1899 and died September 2006 at the age of 107 after an amazing diverse career that included the Coast Guard.

In June 1942 she entered the armed forces of the United States as a senior lieutenant in the Women’s Reserve of the U.S. Naval Reserve (Women Accepted for Volunteer Emergency Service) where she attended the first class of the U.S. Naval Training Station at Smith College

in Northampton, Massachusetts. After completing her training she was assigned as assistant to the Commanding Officer of the radio school for enlisted Women Accepted for Volunteer Emergency Service at Madison, Wisconsin. (USCG Public Affairs Archives — Capt. Dorothy Stratton Biography)

“She became the first woman to be accepted for service in the Women’s Reserve of the Coast Guard soon after President Franklin Roosevelt signed an amendment to Public Law 773 that created a women’s reserve program for the nation’s oldest continuous-going sea service. Her transfer to the Coast Guard as the Director of that service’s Women’s Reserve occurred on Nov. 24, 1942, and was promoted to the rank of lieutenant commander. She made commander in December 1943 and captain in February 1944.”

An initial contribution to the Coast Guard was creating the name SPARs for the Women’s Reserve, based on the first letters of the Coast Guard’s motto “Semper Paratus” and its English translation “Always Ready.” (History: USCG Public Affairs Archives)

Captain Stratton oversaw the incredible growth of the program over a short span of time. During the war over 10,000 enlisted and 1,000 officers served their country in the SPARs. At the peak of Coast Guard strength in late 1944, one out of every 15 enlisted persons was a woman and one out of every 12 officers was a SPAR officer, the highest ratio of women-to-men of any of the armed services at that time.

Upon WWII demobilization, Captain Stratton left the Coast Guard and became the first Director of Personnel at the International Monetary Fund where she served until 1950. In 2008, the Coast Guard named its third National Security Cutter WMSL-752 in her honor. On March 31, 2012, *USCGC Stratton* was officially commissioned by the Coast Guard in Alameda, California, with First Lady Michelle Obama in attendance.

USCGC Stratton is vital in insuring our national security and interests in maritime safety for maintaining safe and secure ports, coasts, and drug interdiction along

with other diverse search and rescue operations with it’s new generation of dedicated officers and crew members like Ensign VanDiller.

The Coast Guard Team supports the success of key missions and goals for insuring maritime safety, recreational boating outreach, maritime safety of port facilities inspections, vessel examinations, as well as response to environmental shipping pollution/spills through rapid incident response by partnering with the U.S. Coast Guard Auxiliary. The new national security cutter has proven the investment value in expanding the capability, crew safety/comfort, and reliability of the Coast Guard’s fleet.

Vice Admiral Charles W. Ray, Coast Guard Pacific Area commander said, “Every interception of these semi-submersibles disrupts transnational organized crime networks and helps increase security and stability in the Western Hemisphere.”

The Coast Guard’s greatest asset is the dedication of our 50,000 active serving USCG people who are apart of Team Coast Guard, from enlisted crew members like Ensign VanDillen to our active, reserviists, civilian employees, and the additional invaluable force multiplier of approximately 32,000 volunteers of the U.S. Coast Guard Auxiliary.

Rear Adm. Joseph A. Servidio has lauded the accomplishments of the diverse dedicated enlisted, civilian, and volunteer Auxiliary members of the Coast Guard Team. Team Coast Guard men and women work together to support maritime safety, recreational boating outreach and maintaining port security, as well as insuring environmental quality through prevention, education and rapid incident response. The Auxiliary plays a vital role as a force multiplier in many of these key missions and events.



57mm Rapid Fire Gun



Stratton’s Engineering Area



Photos: Official USCG Photo Archives

USCGC Stratton’s \$1 Billion plus Cocain Seizure August 2015, from a 40’ Submersible 200 miles off Mexican Coast

The History of Coast Guard Auxiliary Aviation

By Joseph Giannattasio, Assistant District Staff Officer for Aviation, 5th District, Northern Region

This year is the centennial of Coast Guard Aviation. The 100th year celebration will be held throughout 2016 marking a century of distinguished service to the American public by the men and women, officer and enlisted, who serve as Coast Guard aviators. Included in the prominent history of Coast Guard Aviation are the United States Coast Guard Auxiliary and the members of its aviation component.

Auxiliary Aviation (AUXAIR) is an Auxiliary operational program. AUXAIR aviators have varied aviation backgrounds, many have prior military experience and many volunteer their aircraft for use as facilities, just as surface operators volunteer their boats. All Auxiliary aircraft meet strict Coast Guard and Federal Aviation Administration requirements and annual inspections.

A little known fact is that some 50,000 Coast Guard Auxiliary members served during World War II where they engaged in coastal defense, port security, anti-submarine patrols, and search and rescue duties. Thousands of Coast Guard personnel were freed up for service overseas as Auxiliary membership increased. General aviation aircraft and civilian pilots assisted the Auxiliary "informally" during World War II. Public Law 451 passed by congress in September 1945 allowed owners of aircraft and radio stations eligible for membership in the Auxiliary.

The postwar period brought cutbacks in funding for the Coast Guard and reductions in the number of active duty personnel, vessels, and aircraft available for search and rescue. Simultaneously, the need was expanding due to the increasing popularity of recreational boating. The Auxiliary supplementing active duty forces proved to



MILLVILLE AIRPORT, N.J.—Auxiliary and Coast Guard aviators from District Fifth-Northern's aviation program perform preflight preparation for a Search and Rescue Exercise (SAREX), a training exercise utilizing Auxiliary surface and air assets working in coordination.



CAPE MAY COUNTY, NJ—Auxiliary pilot Howard Davis keeps an eye on a Coast Guard HH-65 helicopter that "intercepted" the Auxiliary Aircraft during Rotary Wing Air Intercept (RWAI) training. RWAI training is held weekly at USCG Air Station Atlantic City with the help of the Coast Guard Auxiliary.

Coast Guard Auxiliary photograph by Joseph Giannattasio

Coast Guard Auxiliary photo by Joseph Giannattasio.



Coast Guard Auxiliary photo by Joseph Giannattasio

ATLANTIC CITY—Auxiliary Aircraft Commander John Pallante flying a mission to observe the status of waterways and ATONs along the Coast of New Jersey.



Coast Guard Auxiliary photo from D5NR newsletter archives

READING, Pa.—District 5NR Auxiliary Aviation members (L to R) Helen Diodato, Sandra Reck, and Wes Pace perform a life raft demonstration during air program training.

be a practical solution for the Coast Guard, which thereafter would rely on the Auxiliary to fill the gaps. Aircraft utilization increased and several Auxiliary districts formed aviation units. Auxiliary pilots from the 11th District operated out of Vail Field in Los Angeles and the 14th District formed two air divisions in Hawaii where Coast Guard aviation assets were limited.

In November 1947, Coast Guard Commander David H. Bartlett was assigned to reactivate the Coast Guard Auxiliary and establish an Auxiliary Air

Wing in Hawaii. With no precedence to build on, Commander Bartlett called upon Commodore Lloyd T. Nicholls (then Major, USAFR) to assist in the effort due to his experience in the Air Force Association and Civil Air Patrol. After establishing administrative and organizational protocols and acquiring necessary equipment, by March 1948, the Auxiliary Air Division had over 40 aircraft certified for search and rescue while the Coast Guard had only two. An interesting note is that Commodore Nicholls made the first set of

Auxiliary Wings in his apartment by setting a miniature Auxiliary emblem onto a set of Coast Guard pilot wings. The wings were approved by Commander Bartlett and are the same design as the current Auxiliary pilot wings except for the change to silver color.

In 1952 the Commandant of the Coast Guard, Admiral Merlin O'Neill, authorized the creation of Auxiliary Operational Units (AUXOPS), specially trained groups consisting of five boats, two aircraft, two radio stations, and 50 Auxiliarists organized to assist the Coast Guard in emergencies. This program was later converted to "Operational Auxiliarist" AUXOP curriculum, a specialized, rigorous training curriculum for individual Auxiliarists.

Nationally, the number of documented Auxiliary aircraft had been diminishing since the early 1950s. In 1953 the national roster indicated 461 aircraft; by 1960 the number decreased to 139, and in 1965 there were only 57 Auxiliary aircraft registered. Auxiliary flotillas were established on state and inland waterways as result of the 1971 Federal Boating Act expanding boating safety awareness. Consequently, the AUXAIR program did not grow nearly as much as surface assets during this period. Utilization tended



Coast Guard Auxiliary photo by Joseph Giannattasio

USCG STATION ATLANTIC CITY—An Auxiliary Lake Amphibian aircraft is among the District 5NR Auxiliary aircraft parked on the flight line at USCG Air Station Atlantic City during an AUXAIR training session for Auxiliary aviators.

to be location and mission specific. The aircraft were effective in search missions since they could cover more area in less time. They were also effectively used in checking and verifying the operation and location of aids to navigation. Some Coast Guard districts used AUXAIR to provide rapid transportation to and from Coast Guard stations not served by commercial air transport and they were used for winter ice patrols in northern areas. In the 1990s Auxiliarists flew as observers on Coast Guard HC-130 aircraft.

The 1996 Coast Guard Auxiliary Act significantly expanded the missions of the Auxiliary. AUXAIR rapidly broadened and was tasked to assist the Coast Guard in missions and operations authorized by law and authorized by the Commandant. In January 1997, Coast Guard Auxiliary Aviation was upgraded to establish a standard command and control network. Unlike surface operations, AUXAIR has its own structure and is organized solely on a District basis. This alignment of District AUXAIR units with Coast Guard Air Stations is known as the “squadron concept,” meaning the Air Station is the order issuing authority and provides oversight.

The increased and expanding role of the Coast Guard prompted the “Team Coast Guard” concept—uniting active duty

forces, the Coast Guard Reserve, and the Coast Guard Auxiliary. Coast Guard Auxiliary Aviation became a force multiplier.

In the aftermath of 9/11, Coast Guard helicopter units were tasked with conducting the Coast Guard’s National Capital Region (NCR) air defense mission and performing Rotary Wing Air Intercept (RWAI) missions over the nation’s capital and other critical areas throughout the country. In RWAI training flights AUXAIR aircraft and aviators are used to help improve the helicopter pilots’ response times and to provide a moving target to hone flight interception techniques. Today, AUXAIR participates in many Coast Guard missions including search and rescue, waterways security, marine safety, pollution response and aids to navigation.

While assigned by a Coast Guard unit commander to duty under orders, qualified and current Auxiliary pilots are considered Coast Guard pilots and approved aircraft are considered Coast Guard aircraft. Maintaining this relationship and joint training is essential for maximum effectiveness of Coast Guard and Auxiliary Aviation.



Vintage copper Coast Guard Auxiliary pilot wings and Coast Guard Aviation patch from a private collection.

Coast Guard Auxiliary photo by Joseph Giannattasio

All Auxiliarists are considered part of Team Coast Guard. So, enjoy the 100-year celebration of Coast Guard Aviation and take pride in being part of America’s heritage.

Sources:

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“The United States Coast Guard Auxiliary — A History 1939-1999” — John A. Tilley



Coast Guard Auxiliary photo from D5NR newsletter archives

CAPE MAY, NJ—An Auxiliary aircraft from District Fifth Northern flies over USCG Training Center (TRACEN) Cape May, NJ during a coastal patrol.



Uncredited photograph from D5NR newsletter archives

An Auxiliary Thurston TSC-1A Teal aircraft painted with the Coast Guard Auxiliary Mark (racing stripe) parked beside a Coast Guard HC-130 aircraft.



Photo by FSO-PB S. L. Blanton

This piece was a couple of hundred yards long and over 150 feet high — and 90 percent of it is still submerged. It has a wave-cut cave or two.

The Coast Guard Auxiliary Food Service in Antarctica

By S. L. Blanton, Flotilla Staff Officer for Publications, 5th District, Southern Region, Flotilla 09-08

This is more than a sailor's yarn, even though it has many aspects of spinning and splicing. It may have begun when a Warrant Officer working in an Atlantic Area Command became familiar with volunteer Auxiliary Chef (Aux Chef) members helping at special banquets and parties. Next came the morphing of the Aux Chef program to the Auxiliary Food Service (AUX-FS) and Chief Warrant Officer Second Class (CWO2) Cory Jones being assigned as Supply Officer on USCGC *Polar Star* (WAGB-10) in Seattle, Washington.

There was a long cruise scheduled and unfortunately the ship's galley team was understaffed. Could the Pacific Area Auxiliary provide assistance? Would someone in the AUX-FS program be able and willing to volunteer for the better part of five months? As General Colin Powell was fond of saying: "You don't know what you can get away with until you try."

Swapping sea stories began over an occasional cup of coffee on the mess decks where I was teaching an oceanography course. Raoul has been a recreational sailor for much of his adult life but started out with the U.S. Army at Field Station Augsburg, Germany. We agreed that having a military background was very helpful when interacting with the crew of USCGC



Auxiliarist Raoul Ludwig at Shipwrights Arms Restaurant

Polar Star. He related that he had worked with oceanographers at the University of California, San Diego, and raced on sailboats for a hobby in the Southern California area.

Discovering a newspaper advertisement for a basic seamanship course, he began his Auxiliary association over half-dozen years ago in order to get out on the water and make a contribution to his community. Qualifying for boat crew was easy; looking for something more interesting led him to the AuxFS program. When CWO2 Jones requested an AUX-FS for Deep Freeze 2016, Raoul bought a couple more sets of ODU's and was ready to get underway. It was in Hobart, Tasmania that Raoul and I became a team in order to



Auxiliarist Raoul Ludwig, Coronado Flotilla 114-01-09, sends greetings from Antarctica to all AUX-FS volunteers.

meet the ship's policy for 'liberty buddies', which is good practice even in relatively friendly venues. There is a lot more to see and do in Hobart than time allowed, especially during the December holiday season.

Just before we deployed from Seattle, I ran into J. Raoul Ludwig on the mess decks wearing his USCG Auxiliary T-shirt and making salad bits of green peppers. I think his initial reaction included a statement that he was told he was the *only* Auxiliary member on board. I assured him I was 'covert' and under contract, so not really an Auxiliary presence, which seemed to brighten up the conversation. We soon determined that he was the senior sailor by at least two years. We both burrowed into our assignments

Photo by Olivia L. Kennedy, Hostess

Photo by FSO-PB S. L. Blanton

through the training segment of the cruise from Seattle to Hawaii. After Honolulu, I began to appreciate his contributions and conversation.

Our first adventure was to find a quiet café in order to check emails. Due to increasing security requirements, it was not possible for us to use the Coast Guard system onboard POLAR STAR. Try being out of internet contact for two to four weeks at a time. Thus we discovered a few prime locations in the Battery Point neighborhood. The “Prince of Wales” and “Shipwright’s Arms” Hotels overlooked the port and were an easy walk from Hobart’s harbor.

Operation Deep Freeze 2016 began as we pulled out of Tasmania and made for the Ross Sea and Ice Shelf located adjacent the Southern Ocean. The ship came across the first large chunk of ice on the first Sunday in January 2016 and crossed the Antarctic Circle the next day.

On Thursday 07 Jan. 2016 we arrived at the first year ice blocking McMurdo Sound. The Captain announced his plan for liberty on the ice, as long as no one bothered the wildlife, and kept away from the open pool of water behind the ship, where some of Orca whales were exploring the freshly opened pool. The sky was

clear and Mount Erebus was letting off a little steam in the background while the crew enjoyed an experience on Antarctic ice which was about 2 meters thick.

Raoul Ludwig explained his assignment: “The position was advertised as a possible six-month commitment; after obtaining my wife’s permission and having a great sense of adventure, I made

myself available. Without professional cooking experience, knowing I would not be considered a real “FS,” I wanted to contribute. I certainly have learned a great deal and I believe the long-term AUX-FS support concept the Auxiliary is trying to develop has great potential. It’s not easy being a trail-blazer, but I am enjoying the adventure.”



J. Raoul Ludwig, AUX-FS onboard USCGC Polar Star

Photo by FSO-PB S. L. Blanton



Photo by FSO-PB S. L. Blanton

Ice liberty gave everyone the feel of the Antarctic environment.



iTunes Gift Cards for the United States Coast Guard in Patrol Force Southwest Asia

By Joseph Giannattasio, Assistant District Staff Officer for Aviation, 5th District, Northern Region

BAHRAIN—It's a simple gesture: a thank you gift. An Auxiliarist has taken that concept and turned it into a personal mission for our Active Duty Coast Guard deployed in the Arabian Gulf. And thanks to a resourceful Auxiliary member, every Coastie deployed in the Gulf received an iTunes gift card as a token of gratitude and a morale booster.

In 2009 Joseph Giannattasio, a member of Auxiliary Flotilla Cape May, NJ qualified as a Watchstander among a small cadre of dedicated Auxiliarists who regularly support the USCG 87ft. patrol boats and crews in Cape May. Last year, when the Officer in Charge of USCG Cutter Mako, BMCM William D. Hollandsworth was assigned Command Master Chief,

Patrol Forces Southwest Asia, Joe wanted to actively support a "shipmate" and provide tangible appreciation for other crew members serving far from home.

USCG Patrol Forces Southwest Asia (PATFORSWA) based in Manama, Bahrain is the Coast Guard's largest unit outside of the United States. Totalling 269 Active Duty personal it is comprised of six 110' cutters, shore side support personnel, Advanced Interdiction Teams (AIT), Maritime Engagement Team (MET), and other deployable specialized forces operating throughout the U.S. Central Command Area of Operation. The mission of PATFORSWA is to train, organize, equip, support and deploy combat-ready Coast Guard Forces in support of national security objectives.

After research and talking with Coast Guard members who had served overseas, it was decided that iTunes gift cards would be both useful and practical for forward-deployed Coasties. iTunes gift cards are used to purchase apps, books, music, movies, and videos for use on smartphones, tablets, electronic devices, and computers that are a source of personal communication and entertainment during precious downtime from work and training. The first challenge was to come up with a way to pay for the gift cards.

"I have met many people who say they support the Coast Guard, and my first step was to find someone whose actions would match their words and donate money necessary to purchase the gift cards," stated Giannattasio. Fortunately, the very first person approached was an advocate of the Auxiliary, liked the idea and supported the project by committing \$4,035 to purchase enough \$15 iTunes cards for each of the 269 Active Duty Coast Guard men and women deployed in Southwest Asia. How-



Coast Guard Auxiliary photo by James Carey

CAPE MAY, NJ—Auxiliarist Joseph Giannattasio displays a sampling of the iTunes Cards that he arranged to be donated to all forward-deployed Coast Guard serving in Southwest Asia.



Patrol Forces Southwest Asia (PATFORSWA), Bahrain



A boarding team from U.S. Coast Guard Patrol Forces Southwest Asia prepares to demonstrate a noncompliant boarding drill for participants in the Joint Civilian Orientation Conference.

Photo by Petty Officer 2nd Class Larry Chambers, USCG

ever, finding a generous financial donor ended up being relatively easy compared to the bureaucratic procedures necessary to purchase and donate items according to the applicable rules, policies and regulations. It was more complex than expected; generally, donations cannot be made directly to any military branch, and donations to the Auxiliary cannot be earmarked for Coast Guard use. "I talked with numerous Coast Guard and Auxiliary lawyers and accountants. Everyone I met with said it was a wonderful idea, but was confounded by the regulations paradox," explained Joe. "Thankfully our Director of the Auxiliary (DIRAUX), CDR Tim Gunter of the 5th District Northern Region recommended the Coast Guard Foundation which was able to accept the donation, purchase the iTunes cards and ship them to Bahrain."

The Coast Guard Foundation is a national nonprofit organization that provides training equipment, scholarships, resources and much more for Coast Guard Members and their families. Founded in 1969, the Foundation's mission is to improve the lives of men and women who brave danger every day to protect America's shores and save lives at sea. "We are thrilled to work with Mr. Giannattasio to make this gift possible for Coast Guard members serving with PATFORSWA," Commented Anne B. Brengle, President of the Coast Guard Foundation, "It is his generous and thoughtful actions and contributions that are the heart and soul of the work we

do at the Coast Guard Foundation. We want each and every Coast Guard member to know they are thought of, valued and remembered for their service to our country, in particular those who are deployed so far away from home. As a Coast Guard Auxiliarist, Joe knows firsthand what Coast Guard members sacrifice in service; we are truly honored to be a part of this gift that will bring some down-time and R&R for Coast Guard members serving overseas."

In April, the iTunes gift cards arrived and were distributed to the Coast Guard personnel serving in PATFORSWA. On behalf of the recipients, CAPT. A.J. Ceraolo USCG Commodore of PATFORSWA wrote in a letter of appreciation, "Many thanks for your continued support in organizing gifts and support for PATFORSWA. From our cutter and shore side personnel here in Bahrain, to our members forward deployed in Kuwait at Camp PATRIOT, your hard work and diligence in coordinating these incredible gifts. It is extremely appreciated. The latest gift of I-Tunes gifts cards instills in everyone the appreciation that our society has for all who wear the uniform serving our country abroad."

But for Auxiliarist Joe Giannattasio, it is about more than the recognition. "This gives a real sense of purpose," he said. "I just hope it makes the crews serving overseas realize that we are thinking about them and truly appreciates their sacrifice."



Manama, Bahrain (Aug. 9, 2004) — A U.S. Coast Guard Cutter is off-loaded from a cargo ship at the Bahrain pier to take on its new role as coalition warship of Coast Guard Patrol Forces Southwest Asia. The 110-foot boat completes the largest number of patrol boats ever assigned to support the Naval Central Forces Command, 5th Fleet.

U.S. Coast Guard photo by Public Affairs Specialist 2nd Class Zachary A. Crawford (RELEASED)

"They're doing so much for us; I can certainly do this little gesture for them."

Now that the most efficient course for donating items to Coast Guard members forward-deployed has been charted, it is hoped that Auxiliarists now realize how easy similar initiatives can be conducted by any flotilla or division that wants to demonstrate their appreciation for our amazing Coast Guard heroes.

A Memorable Memorial Day Experience:

Active Duty, Reservists and Auxiliarists Come Together to Remember

By Stephen A. Banea, 5th District Southern Region Staff Officer for Public Affairs

"Coast Guard...Eyes Right!" Commander Jeff Morgan yelled at the head of the formation, as three columns sharply swung their heads to the right. Cmdr. Morgan then saluted the reviewing stand as the formation marched past. In the distance, a service dress blue uniform returned our salute: Admiral Charles Michel, Vice Commandant of the Coast Guard. "Eyes Forward!" Cmdr. Morgan yelled, and the columns snapped their heads back straight ahead, and continued the march down Constitution Avenue, in downtown Washington, DC.

Three-and-a-half hours before the march past Adm. Michel, the Coast Guard contingent mustered up on the National Mall. The reason they were there was the 2016 National Memorial Day Parade in Washington, DC. This year's contingent was the largest in years, more than 30 members of Team Coast Guard, composed of Active Duty members, reservists, one Coast Guard Academy cadet, and Auxiliarists from the Washington, DC and Maryland area flotillas. Organized by the American Veterans Center and running for its twelfth year, the parade pays tribute to those who have served, are serving, and especially those who have made the ultimate sacrifice in service to the country.

The atmosphere was a combination of solemn remembrance of those lost, gratitude for those who are serving or have served, and celebration for the unofficial beginning of summer. This year's parade featured high school marching bands from all corners of the country, veterans and veteran's groups from past wars, as well

as entertainers and musicians. In total, some 100 groups would march the parade route. The main parade route down Constitution Avenue not only followed in the auspicious footsteps of other parades, including inaugurations, the Fourth of July Parade, and the National Cherry Blossom Festival Parade, but also brought the groups marching past the Smithsonian Museums, many Federal government offices, the White House and the Washington Monument.

The Coast Guard contingent lined up and marched with the active duty military group in the grand finale of the parade. Preceding the active duty group in the parade were the students of the Massachusetts Maritime Academy and their band, behind a General Pershing lookalike on horseback, emphasizing the mix of military history and remembrance with celebration. Four columns were formed from the Coast Guard contingent, with Cmdr. Morgan as the ranking officer up front. The active duty and reservists wanted to integrate the Auxiliarists in the formation, and uniforms with silver stripes and devices took up their positions among the uniforms with gold stripes and devices. After a quick refresher on marching and orders, the columns fell into formation, standing at attention and ready to go. The columns were then met by Public Affairs Specialist Emaia Rise from Coast Guard Headquarters that would be photographing the parade for distribution later on.


Although the parade route was a bit over one mile, getting groups on the street from the assembly area was a monumental example of directing traffic, with floats,

vehicles, bands and marchers converging in one location to turn onto Constitution Avenue. This meant that there were plenty of opportunities to practice marching with the continuous stop and go, as the groups were staged and sent down the street. At exactly 3 o'clock the parade stopped for a moment of silence and a lone trumpet played "Taps," reverberated off the surrounding buildings and throughout downtown Washington, DC. Everyone in uniform stood at attention, as Cmdr. Morgan rendered the salute for the columns.

Overhead, the sky began to clear up after being overcast for most of the morning and the sun began to make its appearance. The temperature began to rise, and the forecast of rain as well as cooler temperatures looked less and less likely. For all of the Coast Guardsmen in their service dress blue uniforms, the challenge was staying hydrated and thinking cooler thoughts.

At one point, the water provided for the active duty group ran out, and the sun and humidity began to take its toll on the columns in formation. Cadet Shermot from the Coast Guard Academy looked around, walked over to confer with Cmdr. Morgan and the other officers, and then disappeared into the National Mall with a Petty Officer. Not more than 10 minutes later, Cadet Shermot and the Petty Officer returned with a case of water, enough for everyone in the Coast Guard contingent, and even a couple of bottles for the sailors from the Navy marching ahead of the Coast Guard.

Revitalized and thankful for Cadet Shermot's resourcefulness, the contingent returned to formation and awaited the



movement of the parade. Soon enough, all of the Massachusetts Maritime Academy section was turning the corner onto Constitution Avenue, and it seemed like an instant later that Cmdr. Morgan called out “Eyes Right!” as the columns passed Adm. Michel. As the formation continued down the street, the cheers and applause grew louder. Spectators on the sidewalks were shouting out “We love the Coast Guard!” and “Thank you for your service!” The veterans in their vehicles and floats waved to the active duty group as they marched in formation.

The energy of the crowd gave many in the formation their second wind, and Coast Guard contingent marched in time with their heads held high. Many in the formation got their third wind when the Washington, DC Fire Department set up water misting machines to cool down the returning groups at the end of the parade route. By the time the formation was dismissed, all members were tired, sweaty and ready to return home. But all felt that the experience had been powerful and positive.

A few days later, the first photos that Public Affairs Specialist Rise had taken were posted online. It was 5 pictures as a teaser for the many that were taken during the parade. What was telling about these five pictures was that they were in black and white. There are many reasons to do something like that, but the three that stick out the most were: 1) to underscore the solemn occasion of Memorial Day; 2) as a point of reference to those who have worn the uniform and marched the same route before; and 3) to wash away the differences between the Gold Side and the Silver Side. In one particular photograph, the formation was marching down Constitution Avenue, and the lack of color showed a group of Coast Guardsmen sharing an experience in a common mission. This provides a powerful example of not only the dedication of Auxiliarists to meeting the highest professional standards, but also a testament to the bond between all members of Team Coast Guard.

Remember the Members

By Commodore Robert A. Sersen, Jr., 5th District Southern Region



Sunrise image of the morning sun's rays painting the National Ensign and Auxiliary Patrol Ensign.

No matter what flotilla we hail from, we can all identify shipmates who encouraged, inspired, and invested in each of us. They placed service above self and maintained a commitment to our success. They believed in us and passionately devoted time and talent to guide us. They invested in us so we would be proficient and best able to excel in the variety of missions that the Coast Guard and American public counts on us to make possible. They touched many lives while they served with honor, respect and devotion to duty.

Some of these shipmates who shaped our lives are still serving with us. What is the greatest thank you gift we can give to those who have given their best to us? Mirror their example. Give our best effort to our members and missions. Appreciate the people in our lives while we have them in our lives. We are in this together. Success is an All Hands evolution: EVERY member is important and EVERY member has a role. We are learning from each other. Whether someone has served two decades, two years or two months, they bring something to the Coast Guard Family from which we can each learn.

There are many shipmates who are gone, but never forgotten. As we move forward, let's always keep in mind that this organization, though always with its room for improvement, has had a tremendous legacy thanks to thousands of dedicated shipmates who generously served before us. Let's continue to appreciate, honor and celebrate their lives, contributions and impact. Thank you for continuing their great legacy of dedicated service above self. Let's continue to apply the important lessons they taught us and generously make time to work hard at work worth doing.

With June 23 2016 being the 77th Anniversary of the U.S. Coast Guard Auxiliary, "Remember the Members" challenge coins and magnets were recently presented to all 5th District Southern

Photo by Joseph Giannattasio

Region Shipmates who generously served at least 77 hours during 2015 as shown in AUXDATA. This is a small expression of thanks to remember the members who made and continue to make our mission possible. In the words of one of the members whose negotiation efforts made this possible at no cost to the district:

"Life gives each person 8,760 hours per year. It's great to give at least 77 of those hours annually in service to our country and our community to advance the worthwhile mission of the Coast Guard Auxiliary."

That's a commitment of less than 1 percent of any given year. That leaves 99 percent of available time for everything else in our lives.

Especially when considering our organization's legacy, all the people who have contributed before us, and even our current Shipmates who are generously giving hundreds, even thousands of hours of service above self, many Shipmates are happy to commit to giving at least 1 percent to do their part to continue the legacy of our Shipmates who have crossed the bar.

Two-thirds of our Shipmates contributed time and talent in 2015, but the remaining third had no 2015 activity whatsoever in AUXDATA. Hopefully, other Shipmates will be encouraged and inspired to give at least 1 percent of their time to the cause. If we each do that, imagine how much more impact we could have together. It's great to be part of a team of such talented and dedicated Shipmates with such generous service."

In addition to this surprise, the district continues to surprise shipmates with a variety of individual and team recognition awards as part of "Remember the Members." Shipmates' significant contributions to our members and missions are noticed, appreciated and recognized. The district continues to encourage an attitude of gratitude and a spirit of "catching people doing things right." It's humbling to celebrate our

present members while honoring all who served before us that made us and this organization who we are today.

Remember the members past, present and future. Members make the missions possible. Let's never take that for granted. We put our people first. Per the Auxiliary Manual's Chapter 2, Section A.2., "The first and primary mission of the Auxiliary is to attract, recruit, develop, train, nurture, and retain Auxiliarists for assignment to duty."

What expectations of our members do we have to remember to make our primary mission happen? No matter our generation, we have far more in common that unites us. Let's focus on the common ground. We are all on the same team. We are here to serve and make a difference in something larger than ourselves. We are a close-knit family united by a shared purpose. Sometimes we're the only family our members have. Do not forget that. Let's look out for one another's well-being. Let's focus on how we CAN relate with one another.

No matter our generation, we ALL expect:

- 1.** A clear sense of purpose, and great feeling about being a part of a cause we're proud to serve.
- 2.** Challenging, meaningful opportunities to contribute that match our values, interests, skills and motivations.
- 3.** Opportunities to learn, develop, advance and excel.
- 4.** Accessible, communicative, character-driven leadership that leads by example, shows how our roles contribute to the cause, and supports our involvement and development to achieve shared success.
- 5.** Life balance to remain uncompromised by our strong work ethic and service above self.
- 6.** A safe, professional, positive, inclusive, supportive, and respectful environment that enables us to thrive and contribute

toward achieving both our individual potential and the team's shared goals.

- 7.** High return on investment of effort that enables us to make a difference that matters and has local impact.
- 8.** Being involved to become as local, low-cost, hassle-free and worry-free as possible.
- 9.** Flexibility so we can each make the most of whatever time we have available to give to the cause.
- 10.** Our voice will be heard and we'll receive ongoing support and mentoring from the moment we join.
- 11.** Fun, fellowship, and a sense of belonging to something great and larger than us.
- 12.** Transparency, integrity, high standards, and accountability in all that each of us do.
- 13.** Clear expectations of one another and clear understanding of what we can expect from leadership.
- 14.** Timely recognition and appreciation of our efforts by leadership and peers.

People matter most. Remain committed to one another's development. Take pride in our own uniqueness, welcome others as individuals, and embrace our similarities and differences. Strength of character matters most. The unique variety each of our shipmates brings can make us stronger. Accept each other as we are. Take the time to get to know one another. Don't let misunderstandings or differences obstruct this. Focus on common ground and open communication to move forward together stronger. Together we can accomplish anything we decide to make a shared priority. Thank you for your continued dedicated service. Semper Paratus.

7th District Coast Guard Auxiliarist Kitty Nicolai – 2015 Harbor Host of the Year

By Constance O. Irvin, Staff Officer for Public Affairs, 7th District

Those who travel the rivers, channels, ocean and Gulf waters that make up the “Great Loop” have a friend in Kitty Nicolai. She stands on her canal dock in Cape Coral, Florida dozens of times a year, in all kinds of weather and awaits the arrival of those adventurers who have embarked on a journey that covers over 5,000 miles and takes months or even years to complete. Nicolai offers them dockage, space in her home to relax and a landside bedroom complete with all the amenities that one would expect in a five-star hotel. She even drives them to local markets to get needed supplies for



Kitty Nicolai stands on her Cape Coral, Florida dock and awaits the arrival of a 55' Hatteras whose ACLCA members have chosen to spend a few days at her dock during part of their planned two-year long journey.



Nicolai greets John and Angie Like who left Rockwall, Texas over a year ago on their first attempt to complete the “Great Loop.” They have cruised up to Knoxville, Tennessee and back down the Mississippi and the Tennessee-Tombigbee to New Orleans and then across the Gulf. Once they leave Cape Coral, Florida, they will take another year to finish the “loop.”

next leg of their passage. She is an exceptional host. And, for those reasons, Nicolai was chosen as the 2015 Harbor Host of the Year by members of the prestigious America’s Great Loop Cruisers’ Association (AGLCA).

This worldwide organization, which has almost 6,000 members, was founded in 1999 with the idea of promoting a safe, enjoyable cruising experience along America’s eastern waterways. Nicolai has hosted members from Australia, Germany, New Zealand, Canada, and from various states in America. Fortunately for her quests, Nicolai is not a novice on the water, especially having knowledge of the Western Rivers that can be tricky to navigate.

Nicolai has been a Coast Guard Auxiliarist for over 15 years, first operating as a coxswain on the Mississippi River in District Eight Western Region (D8WR) before venturing from St. Louis in her 23’ boat down the Mississippi, the Tennessee-Tombigbee waterway and the Gulf waters to finding her home in Cape Coral. Nicolai has been an Auxiliarist in District Seven for about eight years and that mirrors her membership in the AGLCA. She has only completed part of the “Great Loop,” but hopes to one day make the entire journey. The “loop” can start anywhere, but once started; the cruisers must do the loop and end up where they started. According to Nicolai, “People from places like Australia or Germany come here (America) and either buy or lease a boat to make the trip. They take months, sometimes years and even do it over again just because they love the adventure of the “Great Loop.”



The AGLCA white burgee is given to members who have started the “Great Loop” voyage. A gold burgee is given to those who have completed the journey and a platinum burgee represents those adventurers who have completed the voyage more than once.

Five years ago, the AGLCA began honoring those people who volunteered to assist “loopers” who passed through their area and offered assistance with safe passage knowledge, local knowledge or dockage. Currently, there are about 170 harbor hosts. Nicolai answered the call to be a harbor host over three years ago and immediately set about enlarging her dock area to accommodate “loopers.” The largest boat she has docked was a 90’ Chris Craft operated by Geoff and Jenny Bradley from Australia. Nicolai said, “They stopped here for several days. It was great fun visiting with them and swapping “war” stories.”

For Nicolai, the idea of being of service to the boating public is just a way of life. Nicolai was surprised to be chosen as the 2015 Harbor Host of the Year, but the award was not a surprise to those whom she has served. For her service, she will receive a plaque and a lifetime membership in the AGLCA and undoubtedly, heartfelt appreciation from those who have stopped in their journey to visit with a world class Harbor Host. In Coast Guard terms, Bravo Zulu to Kitty Nicolai. Semper Paratus.

Pacific Islanders Sail Sakmans to Guam

By Commodore Gary W. Frank Gumataotao, 14th District

In June 2016, Guam hosted the Festival of the Pacific Arts (FestPac), a regional celebration of the various cultures of the Pacific. As the host, Guam served as the lynchpin for events, performances, arts and crafts, displays, demonstrations, music and story-telling that carry on the traditions of the islands.

FestPac occurs every four years with a rotating Pacific Island host. This is an important and exciting opportunity to highlight cultural identity and heritage for island brothers and sisters. They are a diverse group of Pacific islanders. Many share a colonial history with German, Spanish, Japanese and American connections. They are spread across thousands of miles of ocean with a deep tradition of seafaring; This is most aptly demonstrated by the sea going canoes known on Guam as flying proas.

Spanish discoverers wrote that the small, triangle sail vessels could fly with the wind. These wooden boats boasted an outrigger for stability and a woven triangular sail for speed and maneuverability. They would travel hundreds of miles in days. There are several sizes of proas. Those built to sail within the reef are known as galaides. The largest are oceangoing and called sakman.

This shipbuilding tradition has been maintained throughout the islands in boat houses where men gather to manufacture raw materials into a marvel of the sea. Guam and a few others have lost their boat building tradition and now work to regain this knowledge. The flying proa had been lost to time.

Enthusiasts located a 1742 blueprint produced on the voyage of British navigator George Anson. Captain Anson sailed a small fleet into the Marianas and got stranded on the island of Tinian. He purportedly captured a Sakman and took the vessel and its crew to the Philippines.

Once in the Philippines, Anson ordered the disassembly of the Sakman and drew a detailed blueprint of the unique craft. Historians believe this blueprint is likely the closest image of what the proa may have been before its disappearance.

Several Chamorros on Guam and as far away as San Diego are working to bring back the proa. They are reviving construction techniques and developing skills to produce these sleek craft. Young people are joining this effort with great pride and enthusiasm. They tested one of their first Sakman with a short 46-mile voyage that took 40 hours in a rough sea and strong headwind. Undaunted, they have contin-

ued to build and sail. Guam and San Diego have each built a Sakman to be featured at FestPac 2016.

In honor of this seafaring tradition, several island nations are sending crews in their similarly primitive sea going vessels to Guam. Generally, each hand crafted wooden boat is 32-foot-long, two-foot wide and crewed by 10 people. The bow and stern are identical making for quick changes in direction with adjustment of sail. Each craft is completely open to the elements and the dangers of the sea. Chuuk, Yap and Palau delegations are each traveling to Guam with multiple vessel contingents. Each vessel is outfitted in the traditional manner without the benefit of modern safety or convenience. Navigation is by the sun and star. Sleep is always perilous in an open boat.

Guam is ready for its islander guests with food, housing, a new village and a full agenda of cultural activities. Organizers wish their seafaring brothers fair winds and a following sea as they embark upon the age old challenge of man versus sea. A thousand miles under sail in an open vessel requires a close relationship to the Master. May they be blessed with safe passage under his watch.



Honor Guard drawn up to start the Flower Boat Ceremony.

Flotilla Cape May's Memorial Day Flower Boat Ceremony

By John Tredinnick, SO-MS, 5th District Northern Region, Flotilla 08-02,

CAPE MAY, N.J.—It is a ceremony that has been performed on the beach every Memorial Day for over 50 years. A local tradition.

People on the promenade and the beach take a break from relaxing and tanning, and gather around the shoreline. Curious young children, men and women, moms and dads, are all wondering what is going on.

In the sand, close to the water's edge, sits a small dinghy decorated with flowers bow to stern, a floral wreath is placed upon the bow. Amidships, a make-shift mast holds the American flag high and proud.

Auxiliarists are lined up to the left and right of the flower boat standing at attention. The Coast Guard Honor Guard

is lined up also. The town's Beach Patrol attaches a towline to the dinghy and, in their surfboat, runs the bitter end beyond the breakers to an Auxiliary vessel keeping station. A Coast Guard boat is also nearby standing watch.

At noon, the honor guard quickly draws the company to attention. The seven rifles fire off in unison...call to arms, fire, fire, fire.... the 21-gun salute echoes over the ocean and disappear into the soft sea breeze. The Auxiliary vessel gets the signal from the shore and slowly pulls the flower boat into the water. The honor guard slowly plays "Taps" as the flower boat smoothly drifts toward the first big wave. BOOM. Her bow shoots almost straight up, then she bellies over the first wave and flows toward the second wave.

After clearing the first four or five waves she floats like a butterfly into the deeper calmer water. Completing the memorial service, the Auxiliary crew retrieves the floral wreath, lowering it onto the water, and sets it adrift.

It is at this instance that everyone on the beach observes the struggle of the small boat climbing the wave to move onto the next.

Somewhere in that same instant a serious realization washes over the crowd. As they collectively listen to the bugle play, and watch the American flag wave as the dinghy floats freely out into the ocean, everyone understands what Memorial Day is really all about, and the sacrifices made. As taps ends all eyes are fixed on the boat adrift and the breeze through the flag. We

all honor those who died for our freedom. There is a focus of how proud and lucky we all are to be an American. In that moment, no one is thinking about work, or bills or anything else.

The souls of our soldiers float out to sea with that flower boat. The sons and daughters of our country that have no voice but live on in all of our hearts. Most people are moved to tears the first time they witness this event, and every year it evokes the same memory.

Cape May Flotilla 8-2 (5th District, Northern Region) originated the Flower Boat Ceremony which has been held on the beach of Cape May every Memorial Day since the late 1950s. Flotilla records

do not indicate who initiated the observance, but it's doubtful the pioneering members thought it would lead to a long-established custom stretching nearly 60 years. But it has been the succeeding members that have the privilege of continuing the tradition, maintaining and repairing the dinghy, organizing the event, and mustering the membership into action every year. And the benefit has been experiencing firsthand the honor and magic created from such an enduring tribute.

And if you can't make it to Cape May on Memorial Day to participate in this time-honored remembrance ... It's never too late to start your own tradition.



Photos by Glenna Tredinick and Joseph Giannattasio

Honor Guard at attention.



The Flower Boat is pulled into the surf by a tow line.

A Memorial Day to Remember

By Commodore, Edward M. Monaco, 9th District Eastern Region

The morning started out on a high note with sunny skies and temperatures expected to be in the low 80s in my hometown of Cuyahoga Falls, Ohio. It was Memorial Day, 30 May 2016 and Flotilla 61 was representing the United States Coast Guard Auxiliary in the Memorial Day Parade as we have for the past decade.

I put on a tropical blue uniform, which was cleaned and pressed so I would look sharp. Combination cap and spit shined shoes completed my wardrobe. My classic convertible was washed and waxed and outfitted with Auxiliary magnetic signs on each door and a flag banner was draped over the trunk. I was parade ready to go. I fired up my 1975, 450 SL Mercedes-Benz convertible and headed toward Portage Trail where the parade was held every year. When I arrived two of my fellow Auxiliarists, Mark Galan and Ron Tvorik, were already there preparing the boat and trailer they brought with facility patrol banners and flags. It was cleaned, shined and ready for show. Soon, two more members of our flotilla arrived, Lane and Jackie Delker, our flag bearers.

Our order in the parade was flag bearers, my convertible, and behind me the facility boat. We arrived at 7:30 a.m., a bit early, as the parade started at 9:00 a.m. sharp. We walked around and started some conversations with the other parade participants, mostly veterans from the armed forces. The Army, Navy, Marines, and even the Canadian Navy were represented in the parade. I struck up a conversation with the Parade Grand Master who was representing the Veterans of Desert Storm and his two companions. We chatted about the military and some local news and then I treated them all to coffee at Starbucks. It was the least I could do for our veterans on Memorial Day.

Casually walking down the sidewalk and back to our vehicles we saw most of the parade participants lining up at their preassigned positions for the event. There was a group of young people from the

Sea Scouts ready to march. The Army Reserve showed up with large transport trucks loaded with civilians in the back. There were fire trucks, a long line of Chevy Camaros, and a few vehicles that resembled a truck converted into a train filled with veterans. This particular Memorial Day Parade in my hometown always favors a long line of veterans and is well represented with all the branches of the military.

Finally, we got the command to start our engines and take our places in the lineup and start the parade moving. My place was 24th in line and relatively close to the front of the lineup. We started moving at a slow walk onto Portage Trail heading east toward the downtown area. After a few blocks the street began to fill on both sides with flag waving bystanders clapping and cheering for the participants. Moving a few blocks further it became very apparent that the crowd recognized the Coast Guard Auxiliary as representing the United States Coast Guard. They clapped loudly and cheered for us as we passed by them. The veterans in the group saluted us as we were in uniform. The little children were enthralled with the boat, the flashing lights and sign boards decked out and looking sharp. At the halfway point in the parade we were into the thick of the crowd of bystanders. Lawn chairs and pickup trucks were parked at every available location with grassy hillsides covered with blankets and parade watchers. The cheers of "Here is the Coast Guard!" and "Thank you for your service!" were loud and frequent. The message we received was very clear to us all. We were appreciated and the Coast Guard is appreciated. The crowd clearly loved the United States Coast Guard and the Auxiliary. We all were very moved by the applause and reception we received from the parade watchers.

Approaching the end of the parade was the judging stand where each participant represented was announced to the crowd. As my vehicle approached the

stand we all heard over the loud speaker, "Representing the U.S. Coast Guard Auxiliary, Ninth Eastern District Commodore Edward Monaco." Hearing the crowd's reaction and applause for the Coast Guard and Auxiliary filled me with pride and the recognition that we are well recognized as having the highest and finest reputation with the general public.

Passing the judging stand we made a hard left and ended the parade as we turned into the cemetery on Fourth Street. Here speeches were given in praise and remembrance for our veterans that gave their lives so that we can be free Americans. This year's speaker was a veteran of Desert Storm.

When the morning events came to a close and I was driving my car back to my house I had time to reflect on the day's experiences. The respect I felt for our armed forces and servicemen and women was never stronger. In addition, the honor and respect that was given to the parade participants by the bystanders was moving. The message was clear and strong that all that is done by our armed forces is appreciated and respected and the lives sacrificed by our fallen veterans will not be forgotten.

Importantly also, the message I received was the Auxiliary is not really distinguishable to the public from the Coast Guard. We clearly represent to the public that we are indeed Team Coast Guard. It was never more clear to me that we as Auxiliarists we must look sharp, always act properly and appropriately when in uniform and representing the Auxiliary or the Coast Guard.

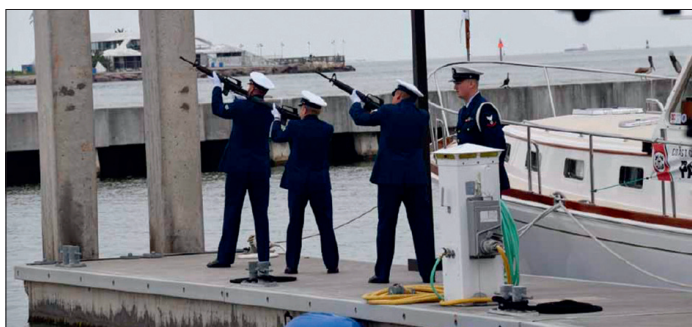
I have participated in the Memorial Day Parade in my hometown as an Auxiliarist for the past four years. The experience has left me with an appreciation of just how well received what we do and the Coast Guard does is perceived by the general public. It made me want to always be at my best when in uniform as the reputation of those that served before me is one that I must strive hard to live up to.

Gary Schroeder Memorial Service

By Commodore Allen Harding, 8th District, Coastal Region



The colors are presented at the beginning of the memorial service. Attendees were a strong representation of the Active Duty and Auxiliary forces standing alongside many friends and family of the Schroeders.



A three-man rifle team fired three volleys of three rounds as military funeral honors. The expended brass was placed inside the U.S. flag presented to the family. Every veteran, regardless of pay grade, gets three volleys fired by a squad of 3-7 riflemen.



BOSN4 Jay Grenier presents the U.S. Flag to Dee Schroeder.

On 15 April 2016, I had the honor of attending and participating in the memorial service for long time Auxiliary member Gary Schroeder. This service was special as the United States Coast Guard Sector Houston/Galveston conducted full military honors for Gary including burial at sea. The service was conducted at Sector Station Galveston dockside. The memorial service at dockside included a 3-man team each firing 3 volleys. The conclusion of the dockside service was the presentation of the flag to Mrs. Schroeder. The expended shells from the gun salute had been wrapped inside the flag for presentation. Following the service there was a reception at which many of Gary's awards were on display. After the reception, Gary's remains were carried through the formation of Side Boys and then the family attended the burial at sea aboard the USCG Cutter Skipjack (WPB 87353).

Gary joined the Auxiliary in 1975. He was a member of Flotilla 10-04 originally. In 1978 he earned his coveted Auxiliary Operations Insignia and in the same year was voted in as Vice Flotilla Commander. In 1980, Gary transferred to Flotilla 10-03 and was elected Flotilla Commander. In 1989 Gary moved to the Houston, Texas area and joined Flotilla 63 and during that year earned the Auxiliary coxswain certification. In 1993, Gary became the Division 6 Commander and was responsible for multiple flotillas that ranged in location from Lake Charles, Louisiana to Freeport, Texas and up to Lake Conroe. In 1999, Gary transferred to Flotilla 6-8 and continued his stellar record of service. His dedication to the Auxiliary and the Coast Guard was highlighted in July 2000 when he was honored by the Coast Guard at Sector Houston/Galveston by being named an Honorary Chief in the United States Coast Guard by the Chief Petty Officers Association (photo 7). In 2005, he was selected to be the Auxiliary Sector Coordinator for Sector Houston/Galveston. Lastly in 2015, Gary was awarded his 40-year Certificate of Appreciation.

The majority of Gary's service predated our current record keeping system, but since we began our current record keeping system in 1996, Gary had volunteered over 13,000 hours of work for our service.

Before Gary's service in the Auxiliary, Gary was a U.S. Air Force Veteran and was retired from the U.S. Postal Service after 33 years of service.

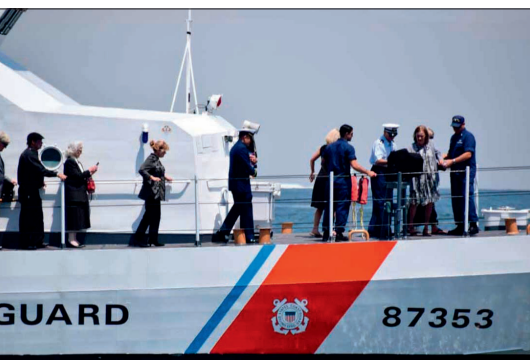
Gary married his wife Debra February 2, 2005. He is survived by his wife Debra, his Brother Richard Schroeder, Sister Beverly Schroeder Smith, Son Gary-Roy Dean and wife, Step-daughters Jacque Poteet and Shannon League and grandchildren.



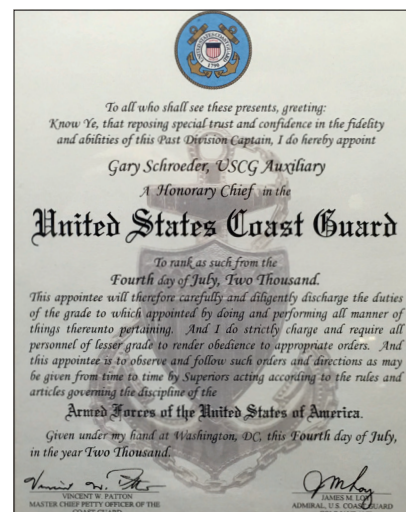
Family, active duty and auxiliary share stories and provide personal condolences to the Schroeder family at the reception which immediately followed the memorial service at Sector Field Office and Station Galveston. The reception was catered by Auxiliary FS personnel.



All Chiefs stand as Side Boys, rendering a final salute while the family and Auxiliast Schroeder's remains are carried to the USCGC Skipjack. BOSN4 Jay Grenier carries the remains.



The USCGC Skipjack spreads Auxiliast Gary Schroeder's ashes at sea. Family members placed flowers into the water in memorial to Gary. The memorial party consisted of the immediate Schroeder family with the honor conducted by both a Navy chaplain assigned to the Coast Guard and an Auxiliast.



Gary was made an honorary chief by the Chief Petty Officers Association, a rare honor for an Auxiliast.

Auxiliarist from the 1st District Northern Region and Irish Coast Guard Howth Unit Join Hands in Friendship

By Commodore Charles B. Grossimon, 1st District, Northern Region

BOSTON — 20 March 2016: Members of the Irish Coast Guard, Howth Unit, participate with members of the U.S. Coast Guard, U.S. Coast Guard Reserves and U.S. Coast Guard Auxiliary in the annual St. Patrick's Day Parade throughout the streets of South Boston. Later that day, our Irish counterparts were treated to a lunch buffet provided by Coast Guard Sector Boston and as they put it were "made to feel most welcome." It was certainly a day of friendship, particularly for Steve McCann, Division Commander.

Mr. McCann and his wife Bobbie Brunk, were already planning a trip to the Emerald Isle scheduled for May 2016, when McCann contacted Colin Murray, Officer in Charge of the Howth Coast Guard to see if he could arrange a visit to the unit at Howth.

On Friday 27 May, the hospitality of Boston was paid back to the McCann's as they were welcomed with open arms at the Irish Coast Guard facility in Howth, Ireland. They were greeted by Colin Murray, the Officer in Charge and other members of the unit, some of whom were in Boston for the St. Patrick's Day Parade. Being a volunteer organization, these members came to greet them on their own time, some of them taking the day off from their employment to be part of the welcoming committee.

The Howth Coast Guardsmen presented Steve McCann with a plaque displaying the emblem of the Irish Coast Guard. Steve came with a pocket full of



Members of the Irish Coast Guard and the Coast Guard Auxiliary in Howth, Ireland (From left to right in the photo: Kevin Morrissey, Irish Coast Guard, Donnachadh MacCobb, Irish Coast Guard, Stephen Fay, Irish Coast Guard, Garreth Collier, Irish Coast Guard, Steve McCann, USCGAUX, DCDR 013-03, Colin Murray, Officer in Charge, Irish Coast Guard, Howth Unit, Stephen O'Gara, Irish Coast Guard, Philip Ring, Irish Coast Guard)



Members of the Irish Coast Guard and the Coast Guard Auxiliary in Boston (From left to right in the photo: Philip Ring, Irish Coast Guard, Steve McCann, USCGAUX, DCDR 013-03, Keith Plummer, Irish Coast Guard)

challenge coins both from his own Flotilla 38 in Newburyport, Massachusetts and a few on behalf of the District Commodore of the 1st District, Northern Region, Commodore Phil Kubat. Officer in Charge, Murray was also presented with a Flotilla 38 T-shirt.

The McCanns were then given a tour of the station and its various response vehicles, equipment, and a near shore rigid hull inflatable boat. After the one-hour visit, it was commented that perhaps it would be a nice thing to have members from Boston come over to Ireland to march in the St. Patrick's Day Parade over there.

Howth (rhymes with "both") is a suburb of Dublin, located on Howth Head on the tip of County Fingal in the Republic of Ireland. In similar fashion to our Coast Guard Auxiliary, the Irish Coast Guard is a government organization and is staffed by volunteers who train on a weekly basis to keep their skills current. Their members perform land-based rescues on cliffs, rocks and mud. They also operate near-shore rescues on the water and in surf conditions. They are all trained as First Responders, some of them being qualified as Emergency Medical Technicians and Paramedics. It is estimated that they handle something close to 200 cases a year.

McCann plans to keep the lines of communications open with his Irish counterparts and is hoping to return someday for another visit or to perhaps have that opportunity to participate with them in one of their St. Patrick's Day parades.

Attn: Auxiliary — Annual Navigator Magazine
U.S. Coast Guard — ANSC WAREHOUSE
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