



# NAVIGATOR

The U.S. Coast Guard Auxiliary Magazine | 2017 Annual

## Hurricanes 2017: Auxiliarists Respond

Auxiliary, Coast Guard, & Air Force One



Harvey, Irma, & Maria Strike

## National Bridge

National Commodore, Richard A. Washburn  
 Vice National Commodore, Larry L. King  
 Deputy National Commodore, Information Technology and Planning, Linda Merryman  
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 Deputy National Commodore, Atlantic East & Operations, Alex J. Malewski  
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 Immediate Past National Commodore, Mark Simoni  
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 District 1-South, Commodore, Augustino Formato  
 District 5-North, Commodore, Barry M. Kyper  
 District 5-South, Commodore, David R. Adams  
 District 7, Commodore, Judith Lee Hudson  
 District 8-Coastal, Commodore, Dave McCandless  
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 District 9-East, Commodore, Robert L. Scofield  
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THE OFFICIAL MAGAZINE OF THE  
 UNITED STATES COAST GUARD AUXILIARY  
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Brian Brown/California Highway Patrol

Auxiliary vessels from Northern California, such as the Silver Charm, participated in San Francisco Fleet Week in October 2017. Auxiliary support at fleet weeks and other military and civil events saves countless dollars each year.



Doug Armstrong/USCG Auxiliary

## ON THE COVER:

Air Force One departs Ellington Field Joint Reserve Base, Texas, while the Commandant’s Gulfstream C37A – known as Coast Guard 01 – and an Auxiliary Cessna 510 are parked on the ramp. Coast Guard Air Station Houston, which is located at Ellington Field, was the base used by President Trump when he met with Hurricane Harvey survivors and first responders in Texas on September 2, 2017.

## About the historic images:

Images credited to “USCG Auxiliary Archive/East Carolina University” are selected from the U.S. Coast Guard Auxiliary Records Collection at the J.Y. Joyner Library, East Carolina University, Greenville, N.C.

The collection at Joyner Library is the official Auxiliary archive, and some of it can be seen on line at <http://media.lib.ecu.edu/spclcoll/coastguard/>.

Navigator thanks the Joyner Library special collections staff, in particular Dale Sauter and Martha Gay Elmore, and we are especially grateful for the outstanding imaging skills of Joe Barricella.

Images credited to “U.S. Coast Guard Historian” come from the collection of the Historian’s Office at Coast Guard Headquarters in Washington. Navigator owes special thanks to Scott Price, chief historian, and Beth L. Crumley, assistant historian.

The historian’s images are sprinkled throughout most Coast Guard web sites, and it is with great pride that we can say that they supported our requests from the Auxiliary.

Many of the images in both collections predate the common use of photo credits, so the photographer’s names are unknown. In most cases, the photos were likely taken by Auxiliarists, but contributors from the regular Coast Guard, the Coast Guard Reserve and civilian employees are no doubt included. In many cases, the names of the subjects in the photos cannot be ascertained with any certainty, though we have attempted to verify dates and places.



# Foreword

**T**he Public Affairs Directorate, Navigator Editorial Committee, editor, and staff are pleased to present the 2017 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.

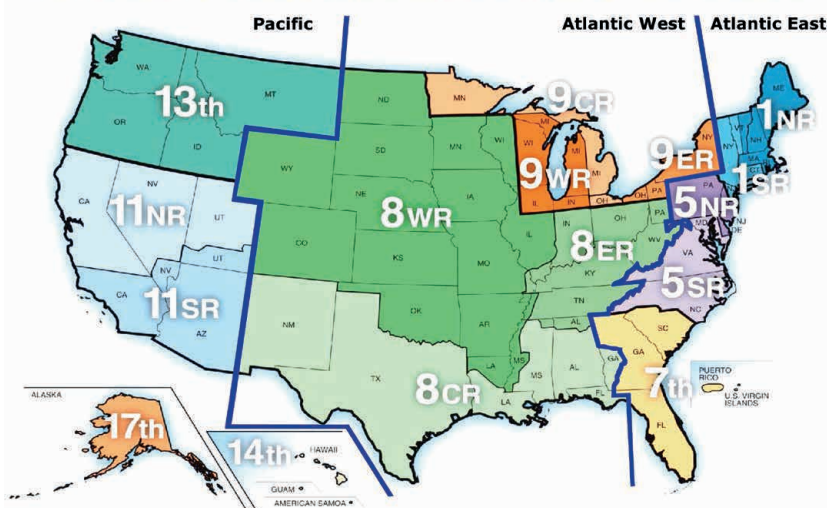
Known as the “United States Coast Guard Reserve” when established by Congress in 1939, it is still administered by the Commandant of the Coast Guard. This contingent of unpaid, volunteer citizens who contribute the use of their yachts and motorboats, was chartered to foster boating safety for the general 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 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.” ⚓

## U.S. COAST GUARD AUXILIARY DISTRICTS AND REGIONS



District map created by Steve Minutolo, Fairfax, Virginia. Area designations by Cheryl Nowell, Seattle.

## An Auxiliary Blast from the Past

By Joseph Giannattasio, District 5NR Staff Officer; Cape May, New Jersey

**M**any of the events leading up to America's involvement in World War II were dramatically depicted with a fast-growing American fad, gum cards.

As war swept over most of the world and Americans realized it was only a matter of time before our turn came, some gum cards began taking a patriotic tone, emphasizing the need for America to be prepared.

In 1941, Gum Inc. printed “Uncle Sam – Home Defense” (with 48 cards) and “Uncle Sam – Soldier” (96 cards) and inserted them into 5¢ packs of gum.

The Soldier series depicts men of the Army, Navy, Marine Corps and Army Air Corps in training and mock warfare. The Home Defense series highlights such activities as air raid wardens, first aid stations, defense against incendiary bombs, and school children dispersing in the event of an air attack. It also showcased the Coast Guard Auxiliary.

Today, the entire set can sell for more than \$2,000. ⚓



### 109. Uncle Sam's HOME DEFENSE Auxiliary Coast Guard

As a backlog of patrol boats for use in an emergency, private yachts and motorboats are being put into service, in some instances along with their owners. Civilians are enrolling in the Coast Guard Auxiliary, a voluntary, non-military organization. Men must be citizens, own at least 25 percent of a boat, and pass an examination. Their duties will be to increase safety, promote better understanding of navigation rules and guard against sabotage in emergencies. Boats are armed, some with rifles and pistols, and others with machine guns. All expenses of operating the boats will be borne by the government. The picture shows how one of these armed boats might be used to round up a gang of saboteurs at the water front.

Ask for Uncle Sam Bubble Gum and complete your collection of cards Nos. 1 to 96 picturing U. S. Soldiers, Sailors, Marines and Airmen in training to Defend America.  
Copyright 1941, GUM, INC., Phila., Pa. Printed in U. S. A.  
Buy U. S. Defense Savings Bonds or Stamps





Ken Plesser, Auxiliary aircraft commander, walking to an Auxiliary Cessna 510 at Hunter Army Airfield, home of Coast Guard Air Station Savannah, en route to hurricane duty on Sept. 1, 2017.

# As Hurricane Harvey Raged, Auxiliarists Responded

By Thea Narkiewicz, National Deputy Director - Public Affairs Publications

**25 August 2017:** Hurricane Harvey, one of the most devastating Category 4 hurricanes ever in the United States, slammed into the southeastern part of Port Aransas, east of Corpus Christi, Texas, with maximum sustained winds of 120 miles per hour.

Even though coastal communities braced for impact and were evacuated earlier during the week, no one could have predicted the catastrophic flooding and devastation of southeastern Texas and southwestern Louisiana in Harvey's wake. Many Coast Guard units in Texas have been destroyed and over a thousand Coast Guard families, including Auxiliary members, have been displaced.

Auxiliary facilities were also damaged by flying debris and gale force winds.

Looking out into the sunrise of the next day through clouds, civilians in need of rescue saw glimpses of silver linings defined by Coast Guard rescuers. Helicopters from all over the United States carried rescue swimmers repelling down hoist cables, and shallow-draft vessels with Coast Guard personnel answered the needs of more than 10,500 people and pets.

Charles Maricle, Auxiliary Chief of Staff for District 8CR, was recalled from the National Auxiliary Convention in Orlando, Florida. With a sense of duty to self and others, he assisted in establishing an information

and call center that was integral to supporting aircraft and vessels.

Even though his home was severely damaged by the storm, Maricle worked tirelessly with Coast Guard and Auxiliary personnel to assist in coordinating rescue and response, assisting more than 72,000 persons requiring resources or rescue.

Receiving a continuous flow of 1,000 calls an hour, Auxiliary members provided call center support for 30 to 45 minutes at a time until the emergency call center was moved to Washington, D.C. The support continued at the Incident Command Post at Sector Houston/Galveston,

staffed with between 15 and 30 Auxiliary members at a time.

There, members served a vital role in the Joint Information Center and in other positions in the operations, planning, resources, logistics, and communication departments. Some 21 Auxiliary members provided a convoy to transport government vehicles from San Antonio and Dallas to Houston, while Auxiliary Food Services members fed countless hungry Coast Guard members filtering through galleys.

Operationally, Auxiliary members frequently blended into air and surface operations, acting as air controllers, observing for search and rescue cases, flying logistical missions, performing damage and pollution assessments in the Intracoastal Waterway, and verifying aids to navigation.

To continue in assisting the Coast Guard's efforts for aiding southeastern Texas, the Incident

Management Auxiliary Coordination Cell, known as IMACC, had been established at the Coast Guard District 8 building by Joseph Gleason, deputy director for incident management and preparedness, at the peak of Hurricane Harvey's wake. IMACC consisted of several national and local leaders, including deputy national commodores Alex Malewski and Linda Merryman, district commodores Bob Tippet and Dave McCandless, and District Staff Officers Cheryl Eubanks and Morrie Bishop.

Several other core members of the team cycled in and out throughout the event, collaborating to get Auxiliarists to where they needed to be. With an inclusive effort, this powerhouse of leadership and knowledge linked active duty with Auxiliary counterparts to ensure that the mission was met with knowledge, prowess, and ability.

According to Commodore McCandless, "If you didn't look at

collar devices, you wouldn't be able to tell who is Auxiliary and who is active duty."

This seamless integration between active duty and Auxiliary was the cornerstone of successful mission support and efficient use of rescuing.

Headquartered in the heart of New Orleans, IMACC served as a one-stop shop for requesting Auxiliary support services ranging from administrative duties to operation specialists. IMACC contributed to finding qualified Auxiliarists to fill requests from active duty counterparts based on the Incident Command System requirements and researching skills bank and qualification databases.

"If we wonder why we train, why we take the ICS [Incident Command System] courses, why we take the mandated courses, this [event] should be enough to convince our members on why we should be ready," wrote Commodore Randy Ventress. Based on qualifications and appropriate fit for position, members were assigned to duty, given orders, and deployed to their respective missions. Throughout the process, at least 100 Auxiliarists were successfully deployed in support of the Coast Guard mission.

As the event moved from response to recovery, Auxiliary members nationwide volunteered for such duties as working in the Incident Command Post and performing air operations, operations ashore, operations afloat, public affairs, food services, general administration, and interpreting.

Looking to the future, the Coast Guard will continue to remain vigilant on preparing for the worst, yet hoping for the best. With a collaborative approach between the active duty and the Auxiliary, more lives will continue to be saved, rescues will continue to be sharper, and responses will continue to be swifter. 🚢



CPO John Masson/USCG

Michael Kappas, foreground, and Rusty Pumphrey, were among about 60 Auxiliarists activated during Hurricane Harvey and its aftermath. Here they are working in the Houston incident command post on Sept. 17, 2017. Both contributed to an EPA-led oil and hazardous material recovery effort drawing on expertise from federal, state, local, and tribal partners.





Robert A. Fabich Sr./USCG Auxiliary

The Commandant, Admiral Paul F. Zukunft, at Coast Guard Air Station Savannah, Georgia, with LT Crystal Barnett and Auxiliaries Lee Bertman (left) and Ken Plessner.

## Admiral Paul F. Zukunft Q&A

**A**dmiral Paul F. Zukunft, Commandant of the Coast Guard since 2014, was interviewed by Rich Mihalcik, Director of the Auxiliary's Public Affairs Directorate:

**Q:** It's great you work with our National Commodore, Rich Washburn, to be the first Commandant to sign off on an Auxiliary Strategic Plan. Your thoughts on the significance of this.

**Admiral Zukunft:** Well, the same thought came to me, Rich, when I came into this job: We define ourselves by eleven statutory missions – we had Pub 1 [Coast Guard Publication 1], but we really didn't have a strategic focus; where does the Coast Guard play in the 21st century, globally?

So we put out four regional or functional strategies, and then did another one on human capital – and actually, the human capital folds in the Coast Guard Auxiliary and how

to recruit, train and retain a workforce for the 21st century. So the Auxiliary strategic plan dovetails perfectly as we look not at the present, but look into the future of the Coast Guard, and that is all-inclusive with the Auxiliary. Where do we need to be postured? That was a great document and I'm glad to sign off on it.

**Q:** It's been a year since we interviewed you at NACON 2016. How would you characterize the contributions and direction of the Auxiliary since then?

**Admiral Zukunft:** If you ever look at my calendar and my travel schedule, it is insane. Someone would say I'm a Commandant with ADD. The reason I say that, I've been to so many field units throughout the Coast Guard and it's rare that I don't see an Auxiliarist standing a watch, working in the galley and at All Hands. At every All Hands there is at least four or five Auxiliarists who just come in

to hear what I have to say. I always make a point in singling them out.

As folks in the gold side of the Coast Guard, there is a pay raise, entitlements, or whatever – but I look at the folks in the back, and they are wearing this uniform and doing it as a volunteer. I'm not suggesting we don't pay our people, but sometimes we become so self-absorbed and yet we have an Auxiliary that is anything but, and you folks really do optimize that selfless service.

**Q:** In defense news, you stated in response to the restoration of \$1.3 billion to the Coast Guard's budget, "The time is long overdue to move up our funding from flyweight to at least the middleweight division. Our funding needs to reflect the power of our punch."

What can the Auxiliary do, to ensure we provide the necessary support to the Coast Guard to ensure it operates at least at the middleweight division?



**Admiral Zukunft:** Part of that, Rich, is not just growing the budget; we need to grow the force as well. Consistent with that, we need to grow the active-duty strength by 5,000, and I want to do that over the course of the next five years.

When you start looking at how does a recruit find out about the Coast Guard, many times they have a relative who has been in the Coast Guard, or maybe affiliated with the Coast Guard Auxiliary, so we talk about everyone as a recruiter, growing the force, and it's just not the numbers, but the quality of people who are joining the Coast Guard today, as we compete with all the other armed services, are absolutely phenomenal.

Just a quick story: We had a seaman apprentice right out of Cape May on his way to his first field unit riding cross-country in New Mexico, and comes across an overturned vehicle with several fatalities. He's the first one on scene, stabilizes one of the victims, emergency response evacuates these folks to the hospital, and he goes to the hospital with them to follow up with a victim to whom he was rendering first aid – and he's right out of boot camp. And this is just one example of many of the great, great people who are joining our service. And, I want to thank the Auxiliary for finding them for us, and getting them to join the best Coast Guard in the world.

**Q:** Representative Duncan Hunter from California stated “The Coast Guard’s mission set, acquisition needs and national security role provide a strong case that our country would be best served by housing the Coast Guard at DOD [the Defense Department].” Your thoughts?

**Admiral Zukunft:** We want to be funded like DOD, so with all of the work that we do in support of the other armed services, only 4 percent of our budget is funded through what is called defense discretionary funding, the other 96 percent is

non-defense discretionary. We compete with all other non-defense discretionary entities, and that is why we find ourselves funded below the budget control act.

We just need to be funded as a military service. I don't need to belong in DOD. For example, right now if I did, I wouldn't own the Coasties that are responding, that have saved 11,300 lives, more than all the armed services combined, because they would be owned by NorthCom [U.S. Northern Command] – and so I don't want to lose control of what we own. In fact, the reason we've saved all these lives is I don't need to cut through multiple secretaries to launch resources.

And if we were under DOD, guess who comes with them? Our Coast Guard Auxiliary, and we're going to put you guys in type 2 uniforms and you're going to look like marines. So we lose that identity as well, that branding. Quite honestly, what I need is the funding, but I don't need the overhead and oversight of what we would be the smallest service in DOD, and we might very well find ourselves being a donor of other competing commands across the DOD enterprise, and they are enormous, just beginning with North Korea. We will never fit perfectly in any one department, but our absolutely best fit is in the Department of Homeland Security.

**Q:** A major addition to our strategic plan is support of the Coast Guard's Human Capital Strategy. We have set up an Auxiliary division that are all aimed at directly supporting the Coast Guard Human Capital Strategy. What can the Auxiliary do to ensure the success of this component of the Strategic Plan?

**Admiral Zukunft:** I think just near term, Rich, we have blended retirement on the first of January. Part of that is that our folks do need financial training to determine if it is in their best interest to opt-in. So as we look at who is best qualified to offer

this training, we want to make sure it's standardized, but when I go to the All Hands, some of these folks have 12 years or less than 12 years of service, can then opt-in to blended retirement, which means in 20 years retire at 40 percent rather than 50 percent of base pay. Very few of them have had any financial training so if they invest their savings, there are some accounts that carry less risk, and some that have a better return on investment.

I think as we grow the force, and within the confines of this blended retirement system, I think the Auxiliary can be a great benefit providing that training for our folks.

Within the capital strategy, also, it's all about our Auxiliary as well; how do we recruit, train and retain an all-volunteer service in the 21st century as well? We have a new generation that is not inclined to public service. I don't know the answer to that question, but I don't want to find out 10 years from now that we have an Auxiliary end strength of 5,000. We need to keep our eye on every ball, and the Auxiliary is a huge part of this new capital strategy as well.

**Q:** The Auxiliary receives strong support from the Coast Guard senior leadership. What recommendations do you have to ensure the Auxiliary can demonstrate value to local commanders at the sector and station commanders level?

**Admiral Zukunft:** Well unless we have a station commander that doesn't walk the deck, there is not a one out there that is not singing the highest praise for Coast Guard Auxiliary. When I look at the number of skills the Auxiliary brings to the table – in interpreters, fully imbedded in our watch stations, our galleys – we could not do what we do without a Coast Guard Auxiliary.

I was sharing the millions of man-hours the Auxiliary contributes to the United States Coast Guard with all the other service teams – Army, Navy, Marines. They said wow, where do

we get one of these, and I said, “don’t come knocking on my door.”

These are the Coast Guard Auxiliarists, not Navy, Army, or the Marines; the Air Force has its Civil Air Patrol, but they were very, very intrigued by this concept of an Auxiliary force. Quite honestly, Rich, there are several other nations that have Auxiliaries. I like to say we have the world’s best Coast Guard; I also like to say we have the world’s best Coast Guard Auxiliary.

**Q:** What advice or words of wisdom do you have for future leaders of the Auxiliary that would help them to succeed and motivate fellow members of our volunteer organization?

**Admiral Zukunft:** Rich, I don’t think it’s any different if you are gold or silver; rarely do I ever have to say, “this is a direct order.” I think it takes a good collaborative leader who brings out the best in people, who wants people to succeed.

We do everything we can to weed out toxic leaders in our organization, and I’m pleased to say they are rare. But really having an inclusive leader, whether you are promoted through a selection or an election, either way you are still a leader, and people look up to you. More importantly do they aspire to be like you some day, or do they say, I would never want that job. I think it’s important that we grow a generation on inclusive leaders, who are of good communication skills, people skills, but above all else, they are there to serve the people who serve them.

I was really moved when I was out in Alaska, with one of the senators, he made a point of saying, I work for you. You don’t serve me, I serve you, you elected me, so that I can best serve you. I would use the same model of a leader in the Auxiliary, I am here to serve you. If we are able to do that, I think if we are able to that, I think our Auxiliary will be in the best state of health well into the 21st century and beyond.

**Q:** One of your priorities is to continue to invest in the 21st century Coast Guard. Do you feel that we are meeting that goal? And how does this affect the Auxiliary?

**Admiral Zukunft:** A lot of that has been on the recapitalization effort, and I could not be more pleased with where our capitalization program is going. Mostly new ships, long overdue, and so although we have made tremendous strides in the capital plan of the Coast Guard. It is very easy to just stay focused on what we call bright and shiny objects, and lose sight of the fact that it’s people that operate and maintain those platforms and will need to so for generations, which is about how long these platforms will be serving our country, and with that, their families come with them, so this gets back to the whole capital strategy.

The retention piece is, we enjoy the best retention rate in all of the armed services, but if there is a disturbance in the force, and people start walking away, then we have a real problem. So I started looking at our human resource needs in the future, and will continue to look at the Auxiliary that has been there time and time again for us, to help bridge some of those gaps we have and communicating to our workforce and reinforcing the value that they bring. At the same time, we can’t do enough to overstate the value that the Auxiliary provides to our Gold Coast Guard, if you will.

**Q:** Looking forward to the future, 10 years from now, what your vision of the Auxiliary?

**Admiral Zukunft:** Well, 10 years from now, I think a lot of our Auxiliarists will have hung up their uniforms. So, what are we doing to bring in that next generation?

What really inspires me is when I start seeing our college campus Auxiliarists. We have a baby-boomer generation ready to time out; are they ready to give back? Give back to their community, but give back through

the Coast Guard Auxiliary. I think we are approaching perhaps fertile ground to bring more Auxiliarists into the program. A lot of it is just awareness. When you look at the number of recreational boats that are out there, a lot of people are on the water, they see our boat, and how would you like to be part of the Coast Guard Auxiliary?

I think there is an opportunity just given the demographics of the nation, and if we build upon these colleges, and many of them have community service obligation, but when they join the Auxiliary it no longer becomes an obligation, it becomes a passion. So I think we have opportunity to cross two generations. Those coming off the college campuses, and those coming out of the workplace, with still a number of productive years ahead of them. So I’m optimistic as I look at the ability to source the world’s best Coast Guard Auxiliary.

**Q:** Any additional comments that you would like to make to the Auxiliary?

**Admiral Zukunft:** Rich, I can’t say thank you enough. And if my wife Fran was here, she runs if we are at any event. We were on a bike trail last month, and there was a park festival going on and there was an Auxiliary booth set up there. And, I turn around and say, where did Fran go? Well, she had detoured and immediately she went up there, shaking everyone’s hand, and they are saying who is this lady so excited about the Coast Guard Auxiliary? She never says she is the Commandant’s wife; it is really her love for the Coast Guard Auxiliary, well, mine is right with it – when I show up someone does face recognition and they say “oh”, but when I see an Auxiliarist out in the community, and just the admiration the public has for our Auxiliarists, the operation goes far beyond me and Fran and all of our Coast Guard active duty, civilian and Reserves, I mean it really spreads through the community as well.

You guys are really unsung heroes, so I just want to sing your praise Rich. Thanks for all you do. 📍



## Rear Admiral John Nadeau Q&A

**R**ear Admiral John P. Nadeau, appointed Assistant Commandant for Prevention Policy in July 2017, was interviewed by Rich Mihalczik, director of the Auxiliary's Public Affairs Directorate:

**Q:** Welcome aboard as Assistant Commandant for Prevention Policy. Could you give us your thoughts on your first few weeks on the job?

**Rear Admiral Nadeau:** I would love to! I am thrilled to be here and I'm excited to have the opportunity to interact with the Auxiliary in my new role. I've had many great experiences with the Auxiliary throughout my career and have come to admire the work you do for the Coast Guard. Prevention is certainly a growing mission set and there is no shortage of opportunities and

the future is bright for us. I'm really excited to get engaged and move the ball down the field.

**Q:** Thank you. We've noticed that you've held several command positions throughout the Coast Guard. We would enjoy hearing about your experiences with the Auxiliary in those past roles?

**Rear Admiral Nadeau:** I had the good fortune to be the Commanding Officer of a Marine Safety Unit in Wilmington, North Carolina and I was blessed to have a very healthy and robust active Auxiliary nearby to support us. I remember my arrival at the unit in 2007 very fondly. I was greeted by a couple of very active Auxiliarists who knew the whole area of operations (AOR) like the back of their hand. They knew the waterfront,

the passenger vessel operators and the fishing vessel operators. We had a good sized fishing community and they had a personal relationship with many of them. Mostly, they were just a good group of people always willing to give their time, talent, and treasure; no matter what was needed. I don't know if they even realized the impact they had on many of the junior people, which is another important but unmeasured value the Auxiliary provides as mentors to many junior members. It was a great experience.

**Q:** Was that your first experience?

**Rear Admiral Nadeau:** My first experience with the Auxiliary was as an Ensign on a ship in Panama City, Florida. We had some Auxiliarists there who occasionally helped out on the ship. I was really busy



and narrowly focused on trying to get my qualifications. Honestly, at the time I don't think I really understood the value they were providing for the Coast Guard. So my real true, complete understanding of the Auxiliary came during my Commanding Officer tour in Wilmington, NC, where I had a much broader perspective and witnessed a healthy vibrant Auxiliary support network. These folks were eager and always answered the call and gave us everything we needed.

**Q:** The Auxiliary is a wealth of information.

**Rear Admiral Nadeau:** Yes, they sure are.

**Q:** As the Assistant Commandant for Prevention Policy the Auxiliary falls under your purview. What are your expectations for the Auxiliary?

**Rear Admiral Nadeau:** Keep doing more of the same great things that you've been doing for years. The Commandant has established some great goals for us to aspire to and we're working in that direction. Additionally continue to embrace our core values of Honor, Respect and Devotion to Duty that makes us proud to wear blue. In the Prevention world itself, we have some interesting opportunities on the horizon in terms of Subchapter M, the inspection of towing vessels. Over 5,000 vessels will come into a Coast Guard compliance regime very soon and we have to get our arms around that challenge. Most of these vessels operate in the Heartland of the United States where we don't have a large provincial workforce like we have along the East Coast, West Coast, and the Gulf Coast. Auxiliarists may play a big role there in helping us out in this arena. Additionally, cyber security is a growing operational domain for the Coast Guard and we are stepping up our game in this important sector. I expect there will be opportunities for the Auxiliary to engage here as well.

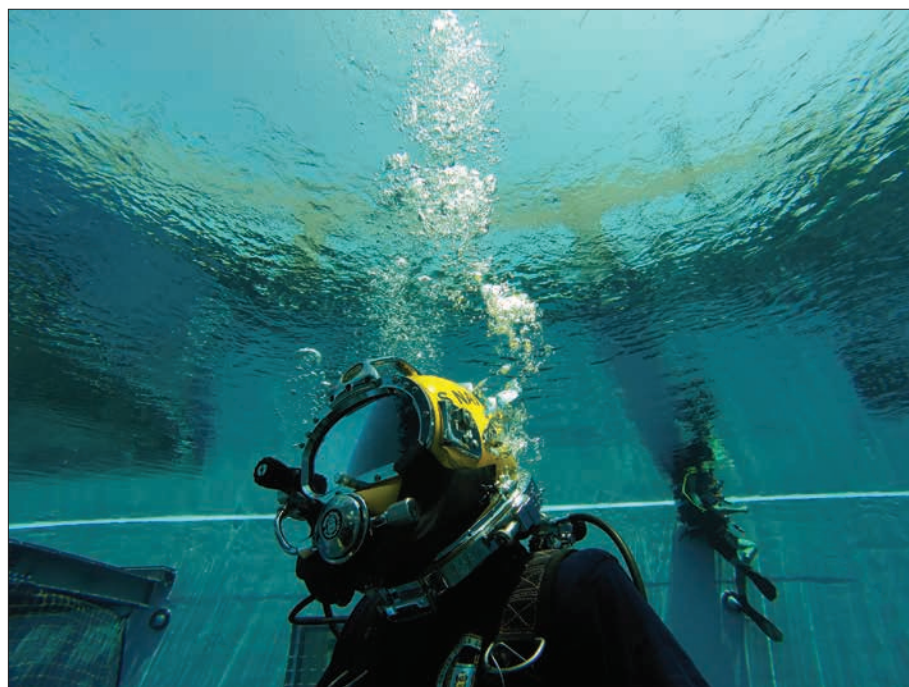
**Q:** As recreational boating safety is that primary function of the Auxiliary and knowing that the paddle craft fatalities are on the rise. What more can we do to help the Coast Guard to prevent these?

**Rear Admiral Nadeau:** Education is the key. We are seeing a big uptick in the number of paddle craft on our waterways and as a result the number of casualties is increasing. The interesting and most unfortunate part is the majority of casualties are preventable with implementation of minimal precautions. Last year, eight of ten boaters that drowned were on a vessel 21 feet or less and 77 percent of all deaths occurred on boats where the operator did not receive any boating safety training. That's a stunning statistic when you think about it. That tells me that when we're able to talk to people and get them some training and education it has a real impact and makes a difference. The same is true for life jacket wear. Eighty percent of people that drown in boating accidents

were not wearing life jackets. So it's extremely important to reach the boating public with education campaigns – it can have a tremendous impact. The majority of that work is happening through our volunteers in the Auxiliary. You have a much greater impact through boating safety education than we can ever have through our active duty workforce.

**Q:** We see a greater emphasis placed on leadership skills throughout the Coast Guard. What advice do you have for those Auxiliarists wishing to take on leadership opportunities?

**Rear Admiral Nadeau:** The beautiful thing about the Auxiliary is there are always opportunities to lead others. I've seen some people think leadership is solely about what they wear on their shoulders or what's on their collar. Leadership is not about how many stripes or stars you wear, it's about what you do and the contacts you make with people. I've seen Auxiliarists establish positive relationships with both junior people and senior people, leveraging their



Rear Admiral John Nadeau in a diving helmet at the Naval Diving and Salvage Training Center in Panama City, Florida, in 2015. Rear Adm. Nadeau performed a familiarization dive with Coast Guard divers in the Aquatic Training Facility.

DVT Michael Garst/USCG

wealth of experience and knowledge to have an incredible impact. As I mentioned earlier, Auxiliarists may not ever realize the impact they're having on others while wearing blue; but trust me, they can touch, they can influence, and have a very positive influence as leaders regardless of rank or qualification.

**Q:** I appreciate that. America's Waterway's Watch is a public outreach program to encourage participants simply report suspicious activities to the Coast Guard and/or other law enforcement agencies. We have Auxiliarists who continue to promote this program who are very passionate about it. We would appreciate your thoughts on this program.

**Rear Admiral Nadeau:** I'm very familiar with the program and I think it's as relevant today as it ever has been. We're fortunate in this country that we live where we haven't seen any tragedies recently like we suffered on 9/11 but we need to stay vigilant. Through programs like America's Waterway's Watch are we able to get information and improve situational awareness so we can be prepared to take action and hopefully prevent anything like that (9/11) from ever happening again. It's a great program and I'm glad the Auxiliary is passionate about keeping it strong.

**Q:** In your past role, you've led the development of service-wide policy for staffing, training, equipping, sustaining, and employing platforms, equipment, and people. We appreciate your thoughts on how this will be applicable to the Auxiliary.

**Rear Admiral Nadeau:** I was very fortunate in the last job I had as Assistant Commandant for Capability. It opened my eyes to the entire Coast Guard. I had an opportunity to see what we're doing with the national security cutters, the offshore patrol cutters, icebreaker, inland fleet, our C-27's, all our aircraft, C4IT, and Cyber. It ran the whole gamut and

I got to see everyday what a great service we have. I gained a whole new sense of appreciation for just what the Coast Guard does with the relatively limited resources we have. The Commandant has made great strides. We're recapitalizing a lot of our assets, whether it's a cutter, aircraft, or small boat, but in the end it's really the people that make the difference—and that translates to the Auxiliary. It's not the fancy tools or the fancy ships. Those are great, but the most important part is taking care of the people operating them. It's the rich and valuable relationships we build with one another that truly gets the mission done.

**Q:** Part of the mission statement for the Assistant Commandant for Prevention Policy is to incorporate innovation. How can the Auxiliary support this?

**Rear Admiral Nadeau:** Innovation is key to continual improvement. So you ask how can the Auxiliary help? As I look back on my experience. I think some of the best ideas and the best innovation is from grassroots efforts. Some good ideas come from the top, but much of the time, innovative ideas come from people doing the mission, those who fundamentally understand the challenges, risks, and gaps. Here is an example. I recently had the great benefit of visiting some of our Coast Guard active duty folks at Marine Inspection Detachment (MIDET) Singapore. When I asked the MIDET Supervisor who I should recognize, I was surprised that he passed on his active duty crew and said, "I want you to recognize my Auxiliarist, James Sullivan." And I said, "You have an Auxiliarist here in Singapore?" And sure enough I walk in the unit and there is Auxiliarist James Sullivan who took time off of work and put on his uniform to come meet me that morning. I relished the opportunity to give him one of my command challenge coins; one of the first coins I gave out in my new position. So

what is James doing? He's been in Singapore for about 15 years and has a young family and a successful career overseas in the banking finance industry. James also has an affinity for volunteering. James travels all over the Pacific region inspecting commercial life raft servicing facilities. He makes sure that they're correctly servicing and packaging these important lifesaving appliances so that when mariners around the world need them they'll work properly. Due to personnel resource challenges, these types of facilities are rarely seen by Coast Guard inspectors, so James is having an incredible impact on the local marine safety program. Additionally, he's been educating active duty members in the region about the new Blended Retirement System (BRS). On top of that, he also assists with international affairs work and actively recruits for the Coast Guard Auxiliary. He's now bringing in other good patriots living overseas that want to help and give back; it's thrilling to see that. I believe that's innovation at its best where you have someone taking the opportunity to join the local Coast Guard team and say, "I want to serve, I want to help, and here's what I can do for you."

**Q:** That's impressive. One of your assignments included being Chief of Inspections at the Marine Safety Office, Corpus Christi, Texas. How can we support marine safety such as commercial fishing vessel safety and uninspected passenger vessels examination program?

**Rear Admiral Nadeau:** As I mentioned earlier there are huge opportunities for those vessel sets, whether it's commercial fishing vessels or the uninspected passenger vessels. And again, I add towing vessels to that mix. I recently went to a retirement ceremony for the D5 Northern Region DIRAUX, CDR Tim Gunter, and met his dad, Auxiliarist Gary Gunter. Gary has volunteered at Marine Safety Detachment Cape Canaveral, a heavily passenger vessel



focused unit, for over 20 years. Gary has numerous qualifications, so he's probably qualified to run the unit. He does commercial fishing vessels, he does passenger vessels, and he does all the MISLE data entry work that goes with those inspections. Gary in my view epitomizes the possibilities for Auxiliarists who have the time, talent, and the willingness to support Coast Guard missions. To me there's no limit to what the Auxiliarists can do if they're able and they're willing and have active duty there to support them. The door's wide open.

**Q:** Is there anything else you'd like to add in closing?

**Rear Admiral Nadeau:** I have the deepest respect for the Coast Guard Auxiliary and I'm not saying that just because we're here today. I look at our Coast Guard Auxiliary and I'm always amazed at what you do. 25,000-30,000 volunteers providing four million hours...four million hours! That's equivalent to another 2,000 full time service members. And don't forget the intangible benefits that we can't even measure. We're the envy of everyone else across government that we have this awesome volunteer force integrated throughout the organization. You can't put a price tag on it. It's inspiring because I come to events like this and you talk to people like yourself and others out there that

are doing it just because they want to. There's no pay, no glory, no fame. It's inspiring for the active duty. So I thank each and every one of you. Thank you for what you do for the country and our service. Keep it up!

**Q:** Thank you. We appreciate those kind words. We also appreciate you taking the time today and we look forward to seeing you a lot more.

**Rear Admiral Nadeau:** It's great to be here. I've never attended the national convention before. I have really enjoyed walking around and meeting Auxiliarists with diverse backgrounds from around the country, hearing their stories and seeing their passion for the Coast Guard. ⚓



Not only was Glenn L. Martin a boater and Auxiliarist, but his pioneering aircraft company – a predecessor of Lockheed Martin – made many of the amphibian aircraft and seaplanes used by the Coast Guard and Navy. Wearing civilian clothes in 1943, he displayed some of his innovative designs to Coast Guard and Auxiliary officers. ⚓

USCG Auxiliary Archive/East Carolina University





USCG photo

Captain Scott L. Johnson, Chief, Office of Auxiliary and Boating Safety.

## Captain Scott L. Johnson Q&A

**C**aptain Scott L. Johnson, recently named Office Chief for the Office of Auxiliary and Boating Safety, was interviewed by Rich Mihalcik, director of the Auxiliary's Public Affairs Directorate:

**Q:** Could you give us your thoughts on your first few months in the position that you have?

**Captain Johnson:** I've been on the job about four months now and it's a tremendous honor to be the Chief Director of the Coast Guard Auxiliary. I can tell you that my eyes have been opened to all the things the Coast Guard Auxiliary does; the depth and breadth of Auxiliary involvement in Coast Guard missions is something I've never known throughout my 22-year career, but the more I learn the more I'm impressed.

**Q:** We're glad to have you aboard. Can you tell them a little bit about yourself?

**Captain Johnson:** I was born and raised in south Louisiana of humble beginnings. I attended college at Norwich University in Vermont, which is a military college. I always knew I wanted to be a military officer but that just wasn't working out in the latter part of my college years, so my very last attempt at a commission was to apply for the Coast Guard and unfortunately that didn't work out either.

I went to work for a private industry as a mechanical engineer and couple of months into that gig I received a call from the Coast Guard offering me an appointment to Officer Candidate School because several people dropped out; I immediately accepted. After OCS, my first tour was on the Coast Guard Cutter Alert in Oregon as a student engineer. From that point I transitioned to the marine safety field and earned qualifications in marine

inspections, marine investigations, and pollution response.

As a lieutenant, I applied for and was accepted to the Coast Guard Marine Safety Engineering Program and was sent to graduate school where I earned a masters degree in mechanical engineering. After graduate school, I bounced between marine safety/prevention field assignments and technical staff assignments. So my new role as your Chief Director comes with a bit of a learning curve, but I have great support. As for life outside the Coast Guard, I have a beautiful wife, Tamara, and we stay very busy raising our five wonderful children while also starting a homestead farm.

**Q:** What was your first experience with the Coast Guard Auxiliary? What was your first impression? I know everyone has a story from the active duty side for the first time they meet the Coast Guard Auxiliary.

**Captain Johnson:** In the summer of 2001 I was assigned to the Executive Officer position at Marine Safety Unit Baton Rouge. I was a brand-new lieutenant, and was cutting my teeth in this new position when 9/11 happened just a few weeks into my tour. Literally overnight my unit was transformed from a traditional marine safety unit to a port security unit.

There was a slight problem in that we didn't have any boats or other resources to perform this new mission, yet it was still expected of us. I was really at a loss at how to meet expectations, and shortly after 9/11 the Coast Guard Auxiliary visited my unit and offered assistance. And from that day forward they were a tremendous force multiplier. They volunteered to perform harbor patrols both water side and shore side, assisted with law enforcement training, and assisted with standing phone watch at the unit. Over time my unit developed an amazing bond with the Coast Guard Auxiliary, so much so that they were essentially part of the crew. I recall being uniquely impressed with the level of Auxiliarist's dedication to Coast Guard and country.

**Q:** What are your goals and expectations for the Auxiliary over the next several years?

**Captain Johnson:** The goal of my staff and I is to simply serve the Coast Guard Auxiliary the best way we can. We in CG-BSX view ourselves as your servant leaders, and as such we work closely with the NEXCOM [National Executive Committee] to prioritize initiatives and most effectively focus our time. So I essentially I want to take what your leadership is telling me are the priorities and dedicate focused staff time to those issues. To that end, NEXCOM told me two key problems that need to be solved: background checks and AUXDATA.

Regarding background checks, I understand this has been a perpetual issue for quite some time. Not only

is it a technical and resourcing issue, but it's a point of frustration and frankly a retention issue – and that is unacceptable. So we recently developed a plan which includes a short-term temporary fix, as well as a sustainable permanent solution. The short-term plan has been in effect for about 18 months now and it involves supplementing the Coast Guard Security Center with a team of Auxiliarists and Reservists to process Auxiliary background checks. This team has processed over 4,000 background checks and reduced the wait time from over a year to less than three months. So we're very proud of them and all they have accomplished, however the Coast Guard can't fund Reservists and ask Auxiliarists to shoulder background checks forever. So my office collaborated with the Coast Guard's Chief Security Officer to develop a sustainable framework that will reduce the wait time to mere days. I intend to test that framework in the near future with a pilot program that we will implement in a couple districts. And if it goes well, I hope to be sitting here a year from now at NACON telling you this problem is solved.

Secondly, NEXCOM has told me, as well as many of you, about the problems with AUXDATA. So I realize AUXDATA is an outdated platform. I also realize it's not providing the level of service that you would expect. So we are working with our IT folks to come up with a solution. I have an agreement from our IT folks to start an analysis of what the next platform will look like that analysis will start next fiscal year. It will be a lengthy process, probably in terms of years, but I'm happy we got started and are moving towards the next generation AUXDATA.

**Q:** What besides recreational boating will be important mission areas for us to support?

**Captain Johnson:** I've notice a trend over the past few years where

the gold side is asking the Coast Guard Auxiliary to do more support type functions such as AUX Clergy Support, AUX Build, AUX Financial Educator program etc. I believe this is a product of the gold side becoming increasingly resourced challenged. There will be some more opportunities along these lines coming online soon. The Coast Guard will likely be requesting assistance with cyber as well as increased support in the marine safety. Recreational boating safety is still job number one; however, emerging requests seem to be coming from the support realm.

**Q:** How does our organization better recruit and retain college age people looking for exciting opportunities that can enhance their career choices?

**Captain Johnson:** That's been an interesting dilemma for the Coast Guard Auxiliary for a long time, trying to recruit the young adults. As I had just mentioned, the Coast Guard is asking the Coast Guard Auxiliary to do more in support functions. It just so happens that Pew Research shows that our younger generation, the millennials, are interested in volunteering but in areas that directly benefit them. This is very important to recognize. So we're possibly going to see fewer numbers of young adults wanting to volunteer to be aircrew and boat crew, and increasing numbers of young adults wanting to volunteer to be IT specialists, legal specialists, clergy specialists. So if we could look at the two forces at work here, there is an opportunity to recruit millenials into the new and emerging missions.

**Q:** Are there any new strategies that you would like to see employed to help promote RBS?

**Captain Johnson:** Yes absolutely. Between 2015 and 2016, we've seen a 7 percent increase in boating accidents and 12 percent increase boating accident deaths. One of the reasons we're seeing that rise



is the surge in popularity of paddle sports. Paddle craft are a relatively cheap and quick way to enjoy the water. However, many of the folks purchasing paddle craft aren't as familiar with water safety protocols as we'd like them to be, so we have to be diligent in targeting this segment of the public with outreach campaigns. As a matter of fact, the Coast Guard Auxiliary is doing that right now. The Auxiliary Association recently received a \$75,000 grant for paddle craft outreach. This is great, and I look forward to seeing the Auxiliary continue to get out the message on boater safety.

**Q:** Now Captain I want to take you back in time a little bit. In 2010 you

were assigned to Sector Anchorage Alaska as a Chief of Prevention and in this role you were responsible for all marine safety waterways management and port security missions in western Alaska. How can the Auxiliary play a larger role in this mission?

**Captain Johnson:** Since you did take me back to 2010 when I reported to Sector Anchorage, I just want to say that the Auxiliarists there were amazing. There were only a couple Auxiliarists with marine safety qualifications, but they contributed greatly to the commercial fishing vessel program. So I've been approached by folks at Coast Guard Headquarters inquiring into Auxiliary assistance with waterways

management and towing vessel inspections. There may be some new opportunities coming online in these areas in the near future.

**Q:** In closing, is there anything else you would like to add?

**Captain Johnson:** I just want to say again that I'm impressed with the level of service the Coast Guard Auxiliary delivers. I work day to day with NEXCOM and I'm especially impressed with their leadership and commitment. They work extremely hard. I'm also very appreciative of the hospitality and support I received since becoming your Chief Director. I look forward to representing the Auxiliary over the next four years. ⚓



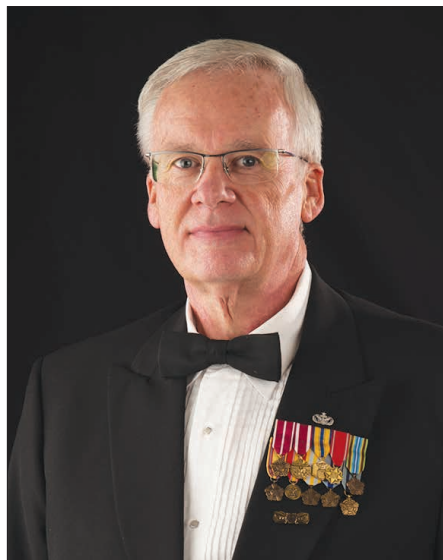
Jodi Simon/USCG Auxiliary

Nesting on an aid to navigation in Florida. (Photo contest entry.) ⚓



# Leadership: Our Key to the Future

By Richard A. Washburn, National Commodore



**I**t truly is an honor to lead the best trained, most valued maritime volunteer organization in the world.

Along with this great responsibility come many challenges. Given the multitude of these challenges facing us today, and the rapid changing times and scenarios, it is almost impossible to focus on only one concern at a time – but an example is the recent hurricane in the Gulf of Mexico.

The destruction caused by Hurricane Harvey on the Texas coast left Houston mostly underwater, with thousands of residents flooded out of their homes and needing rescue and assistance. The Coast Guard was the first in as always and, as always, the volunteer force of Auxiliarists responded to the call.

Over 100 Auxiliarists were deployed with literally hundreds more volunteering to be activated to assist their fellow citizens in the months

following the hurricane. Not only did they volunteer in the affected area but backfilled at Coast Guard stations when the active duty were sent to the Texas coast.

That's individual leadership as well as organizational leadership.

The challenge of leadership is seeking effective ways to manage and execute the over 50 missions the Coast Guard Auxiliary members are involved with today. Let me start with some basic principles we instill in our members. Our organization must have a solid foundation on which to build upon.

To lead our almost 25,000 volunteers we start with three guiding principles. They are our core values.

**Honor:** Integrity is our standard. We demonstrate uncompromising ethical conduct and moral behavior in all of our personal and organizational actions. We are loyal and accountable to the public trust.

**Respect:** We value our diverse membership. We treat each other and those we serve with fairness, dignity, respect and compassion. We encourage individual opportunity and growth. We encourage creativity through empowerment. We work as a team.

**Devotion to Duty:** We are volunteers who seek responsibility, accept responsibility, and are committed to the successful achievement of our organizational goals. We exist to serve. We serve with pride.

To Auxiliary members, these are more than words on paper. These are words by which we serve the Coast Guard and the public. They

are always at the top of mind and in our hearts and why we call them our core values.

To give direction to our members I have three watch words to set the tone and rhythm for this term.

**Mission:** Our members are trained and ready to execute all authorized Auxiliary missions according to exacting standards, providing the Coast Guard with an effective force-multiplier for normal, backfill and surge situations.

**Leadership:** Proficiency in leadership, at all levels, is imperative. A focused development program of training, coaching and assessment is readily available to all members.

**Excellence:** Recruiting, retaining, and rewarding excellence are essential. We foster a culture of excellence through inclusion and engagement to enable high quality performance, which is crucial to our ability to carry out missions.

With these core values and watch words set, we must seek ways to forge ahead. As I stated earlier, there are many challenges facing the Auxiliary today. Leadership is the only way to tackle these challenges and accomplish our missions. We started the term with a new Strategic Plan to light the way for us into 2022. The Commandant, Admiral Paul Zunkunft, approved and signed an Auxiliary strategic plan for the first time. To execute this plan we need solid, effective, trained leadership.

We brought 90 senior leaders to St. Louis for our annual National Training week. The goal was to get all of our leadership thinking and acting as one cohesive group.

- To train them all to exacting standards;
- To offer mentorship and guidance;
- To create effective operational plans for each district;
- To have them communicate with our staff directors and better

understand the goals of the staff; and,

- To have the staff understand each district in order to better communicate, create and execute plans at the deck plate level.

I have to say we saw many wide eyes during this week. Members with more than 40 years of service approached us with smiles and spoke the words “I finally get it. Thank you! This is what was needed and we feel better prepared in returning to our districts.”

We focused on the effective characteristics of successful leaders. We learned about the basic traits solid leaders have in common.

**Communication:** The essential skill of listening, admitting mistakes, sharing risks and respect.

**Character:** Honesty, integrity, selflessness, servant leadership.

**Competency:** Knowing your job. Being proficient in your duties. All a must to get anything accomplished.

**Caring:** Leadership is a people skill. It is about inspiration, caring for your people, doing what you raised your hand and said you would do what you volunteered to do.

**Courage:** Leaders must have courage. It’s easier to be a follower but our leaders must be able to make the hard decisions. More importantly to not be afraid to make a decision.

At the close of the week it was amazing to see leaders actually carrying the strategic plan in hand. To speak about the plan in terms of formulating their district plans to align vertically and horizontally to the national plan.

To see new leaders confident, enthusiastic and motivated was inspiring to me. Knowing we are on the right track by equipping our future leadership with the right tools. Our member surveys are telling us we are on the right path. Member experience numbers are up. Member satisfaction with regard to missions and opportunities are up as well. But these numbers now must translate to our mission set and getting the job done.

The way forward has been mapped out. Our foundation is solid and we will continue to build upward and onward. The Auxiliary has never been in higher demand nor truly needed as much as now. As we move into the newer missions of paddle craft safety, financial counseling,

clergy support and more, we must have professionally trained leadership to manage our workforce.

We are well on our way to having just that. Our depth of leadership is increasing, succession leadership has improved. All goals an organization must have to be successful today, and in the future.

So, I constantly talk about and focus on effective leadership. In my view, this is the best tool we have to accomplish our over 50 missions. To be effective, leadership is key to the mission success. Teaching our members the skills of leadership enables and empowers them to make better decisions, no matter the challenge. We in turn become mission ready and a true force multiplier for the Coast Guard and the public.

The bottom line? The work we do not only saves lives but enhances and enriches the lives of our Coast Guardsmen, Auxiliarists and the public. We have no margin for do overs and walk backs anymore. Let’s get it right the first time.

*Semper Paratus* ⚓



Fleet Week in San Francisco Bay, 2016. The Hamilton-class cutter Mellon passing Alcatraz. (Photo contest entry.) ⚓

Roger Bazeley/USCG Auxiliary



# 2017 National Bridge: Meet the Auxiliary's Leaders

## 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 District 8ER 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



Commodore Larry King

Commodore Larry King from Pascagoula, Mississippi, joined the Auxiliary in 2002. He has served in many 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 District 8, Coastal Region from 2012 to 2014. He is a retired U.S. Navy captain and has worked in the private sector as director of quality engineering in a major shipbuilding firm.

## Meet Alex Malewski, Deputy National Commodore Atlantic East & Operations



**Commodore Alex J. Malewski**

Alex Malewski joined the Auxiliary in 2000 and is the Past District Commodore, District 1SR. 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, Massachusetts, and his juris doctor from Saint John's University 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, Kansas; 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 Auxiliary in 1999 and is the Past District Commodore, District 9ER. He is qualified as a coxswain and public education instructor. Commodore Monaco received his degree in architecture from Kent State University, Ohio. Commodore Monaco is a partner in the architecture firm of Karl R. Rohrer Associates, Inc., in Cleveland and Akron, Ohio. Commodore Monaco lives in Cuyahoga Falls, Ohio, with his wife Jo Ann.



## **Meet Fred Gates, Deputy National Commodore Pacific Area & Mission Support**



**Commodore Fred Gates**

Commodore Fred Gates joined the Auxiliary in 1998. He has served in various positions on the National Staff since 2000. Most recently Commodore Gates was appointed Assistant National Commodore for Planning and Performance Measurement in 2011 and as Deputy National Commodore - Information Technology and Planning in 2014.

## **Meet Linda Merryman, Deputy National Commodore Information Technology and Planning**



**Commodore Linda M. Merryman**

Commodore Linda M. Merryman, from Pahrump, Nevada, joined the 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 Coast Guard Auxiliary. He is originally from Saginaw, Michigan, and joined the 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 Districts 8 and 9. 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, Michigan, and resides in St. Charles, Michigan, with his wife Cheryl.



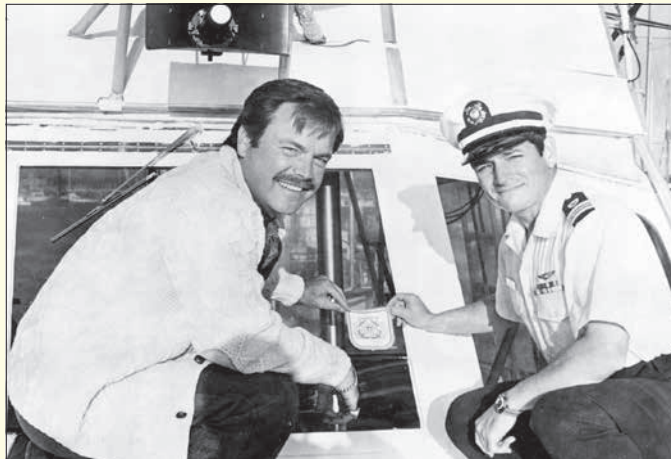
# 70 Years of Free Vessel Safety Checks

**T**his year marks the 70th anniversary of vessel safety checks, a cornerstone of the Auxiliary. Founded in 1947 and now known as the Vessel Safety Check Program, the Courtesy Motorboat Examination program quickly became one of the Auxiliary's paramount missions. The Vessel Safety Check Program helps recreational boaters comply with federal and state safety laws without fear of being cited for minor violations during the inspection. Congress and the Coast Guard establish safety standards and regulations in partnership with the states, and authorize the Auxiliary to train and qualify its members as examiners.



Auxiliary vessel examiners and boaters have the opportunity to share knowledge about the benefits of having the correct safety equipment on board. In 2016, the Auxiliary performed nearly 120,000 vessel safety checks and issued more than 94,000 inspection decals.

The actors Cybill Shepherd and Robert Wagner, below, took time out to publicize the 1976 Safe Boating Week inspections at Marina del Rey, near Los Angeles. The poster, above, from 1977, is typical of the publicity materials produced by Auxiliarists. ⚓



Photos from USCG Auxiliary Archive/East Carolina University



Steve Johnson of the Auxiliary Passenger Ferry Audit Team, left, with Richard Thomas, Immediate Past Commodore of District 11NR, and the National Commodore, Richard Washburn.

Roger Bazeley/USCG Auxiliary

# Ferry Audits Help Smooth San Francisco Commute

By Roger Bazeley, National Branch Assistant, Assistant NAVEX Editor; San Francisco

**G**rowing demand for high-speed commuter ferries is increasing pressure on Coast Guard for inspectors, and the Auxiliary is stepping up to help.

District 11NR's Auxiliary ferry audit and training program in San Francisco Bay is supporting the Coast Guard's vital ongoing efforts to avoid boating accidents.

The Coast Guard and the National Transportation Safety Board became concerned about increasing passenger vessel incidents even before

a series of deadly international ferry accidents between 2000 and 2010.

As a result, several recommendations, including annual Coast Guard inspections, were mandated for older passenger ferries and the new generation of high-speed commuter ferries. The NTSB and Coast Guard recommended new safety management systems for passenger vessels, and yearly Coast Guard safety inspections were mandated by Congress in 2010.

The District 11NR Auxiliary Ferry Audit program works under guidelines set by the Coast Guard's Domestic Inspections Branch in Sector San Francisco. The Auxiliary ferry audit program augments the Coast Guard in maintaining a safe passenger ferry system that adheres to federal safety standards.

Inspectors refer to International Maritime Organization publications, federal regulations, guidelines known as Navigation and Inspection Circulars, and locally produced guides



before taking action on deficiencies. However, Auxiliary passenger ferry auditors need not research the regulatory basis for reporting deficiencies to Coast Guard's Marine Safety and Prevention Branch.

General Auxiliary ferry vessel audits include reviews of:

- Vessel equipment including passenger safety equipment such as lifejackets and fire extinguishers, plus lighting and safety signage;
- Pollution prevention, such as spotting leaks and checking for required posted notices;
- Communications, including public safety announcement equipment;
- Structural integrity, such as holes, rust, leaks, damage and hazards; and
- Security, for vessels carrying at least 150 passengers.

Auxiliary ferry auditors do not make recommendations or enforce compliance, but instead refer discrepancies to regular inspectors.

Bay Area ferry services have long played a major role in the development of the region, at one time constituting the greatest water transit system in the world. From the 1850s gold rush until the completion of the San Francisco-Oakland Bay Bridge and Golden Gate Bridge in the 1930s, ferries provided the only transportation across the bay.

From 1890 to the 1930s, most ferry lines were owned by railroads seeking means to extend their service across the bay.

The great peak ferry years were 1935 and 1936, when 50 to 60 million passengers crossed the bay annually on almost 50 ferries, and 250,000 passengers flowed through San Francisco's Ferry Building each day. San Francisco's great bridges soon opened, first the Bay Bridge in 1936 and then the Golden Gate in 1937. The decline of ferry service was rapid, and by 1958 there were no more passenger ferries.

The 1989 Loma Prieta earthquake awakened interest in the role of ferries as important emergency

links. The month-long closure of the San Francisco-Oakland Bay Bridge powerfully reinforced that perception. Two weeks after the quake, ferries from Alameda were carrying 20,000 passengers daily. Emergency preparedness became a priority and ferries were an important part.

The San Francisco Bay Area Water Emergency Transportation Authority was established as a regional public transit agency to operate and expand ferry service, and to coordinate water-borne transit during regional emergencies. Under the San Francisco Bay Ferry brand name, the authority carries more than two million passengers each year using a fleet of 12 high-speed passenger ferries. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, San Francisco, South San Francisco and Vallejo.

The introduction of high-speed catamarans powered by conventional diesel engines brought ferries into the universe of competitive and financially viable transit options. Ferries now routinely cruise at more than 35 knots, substantially increasing their ridership demand. Water-borne transportation is likely to enjoy a considerable expansion whether due to high oil prices, impassable traffic jams, or just an embrace of a more civilized way to move across our beautiful bay. ⚓



Roger Bazeley/USCG Auxiliary

Inspected items include inflatable life rafts.

# Commodore Charles S. Greanoff Inspirational Leadership Award

By PA2 Connie Terrell

**G**ene Little, a Flotilla Commander in Ithaca, New York, from District 9ER, is the recipient of the 2017 Commodore Charles S. Greanoff Inspirational Leadership Award. The Greanoff Award recognizes flotilla commanders who have demonstrated exemplary performance while sustaining exceptional standards of proficiency, conduct, and impeccable bearing. Little initiated succession programs, mentored members, promoted recreational safety, educated children, and recruited highly qualified members into the Auxiliary.

Here in his own words, is what inspired Little to be a great leader:

I have read about charismatic leaders who appear to have leadership skills embedded in their DNA. I am not one of those – my ability to lead can be attributed directly to learning from others. Early on in life, I was inspired by military heroes like General George Patton and President Dwight D. Eisenhower. These two men (and later General Colin Powell) gave me that “fire in the belly” often spoken of by people driven to understand and model successful leadership.

Several books, written by these men and others, that have inspired me include: “The Leadership Secrets of Colin Powell” by Oren Harari; “My American Journey” by Colin Powell with Joseph E. Perisco; “Eisenhower: A Soldier’s Life” by Carlo D’este; and “General Patton: A Soldier’s Life” by Stanley P. Hirshson.

But reading about leaders was not the only fuel for this fire. As a student I was fortunate to train and excel under the guidance of two exemplary teachers/coaches.

My track coach taught me the concept of measuring my progress and expecting daily improvements in my times. If I could learn to quantify that progress and maintain that forward momentum, I was a winner. Placing in the top four positions in a meet was secondary – personal improvement was the goal each and every day – and eventually I did end up in one of top four slots. I came to understand the power of acknowledging attainable goals. This is one of the foundations I share with others to this day.

The other was Mr. Maiello, a young music teacher fresh out of college who set out to transform our struggling high school music program. He actively recruited students, inspiring us with his vision. We accepted the challenge, set our goals for weekly improvement and set our sights on the “impossible” perfect scores at the annual New York State School Music Association competitions. Singularly we were average with a couple of exceptions, but together we could do amazing things. We earned those scores that

year. The following year, students had to audition to become a member of the three bands. We were a success and our success became infectious. My favorite quote from Mr. Maiello is one I still remind myself and others of frequently: “There are three ways to avoid criticism: say nothing, do nothing, be nothing.”

This is what I believe: Success breeds success – celebrate it, share it, use it to inspire others in and outside the Flotilla.

Use the power of synergy when setting SMART goals. Make sure they’re shared, attainable and powered by the talents of your members.

Be enthusiastic about those goals. Talk the talk and walk the walk, every time you plan a meeting or a public event. Put your goals front and center, and they’ll bring out the best from your team.

*The runner-up for 2017 is **Gary W. Derby**, Immediate Past Flotilla Commander for District 5SR, Flotilla 63, in Sector Hampton Roads. ⚓*



Left to right: Joseph Sopko, District 9ER Chief of Staff; Captain Joseph Dufresne, Commander of Sector Buffalo, New York; Commander Shawn McMillan, District 9 Director of Auxiliary; Gene Little, Greanoff Award winner; Chief Warrant Officer John Henderson, District 9ER Operations Training Officer; and Robert Scofield, District 9ER Commodore.

USCG Auxiliary photo



Rick Washburn, the National Commodore (left), and Rear Admiral Peter Brown, District 7 Commander (right), awarded the Coast Guard Auxiliary Commendation Medal to Ken Jacobs, 2017 Auxiliarist of the Year.

# Kenneth E. Jacobs, 2017 Auxiliarist of the Year

**K**enneth E. Jacobs, Assistant National Commodore for diversity, was named 2017 Auxiliarist of the Year by Rear Admiral J. P. Nadeau, Assistant Commandant for Prevention Policy. Commodore Jacobs is a member of District 1SR's Flotilla 77 in Fairfield, Connecticut.

Commodore Jacobs has been an Auxiliarist since August 1998. As a Coast Guard Academy Admissions Partner and diversity outreach officer, he strongly promoted the Coast Guard's Diversity and Inclusion Strategic Plan. He traveled to Montana, Wyoming, and Minnesota over a three-month period during which he met with tribal nations and provided representation to the

annual American Indian Science and Engineering Societies Convention. His outreach efforts this past year enabled many people with diverse perspectives and skills to be brought into the Coast Guard, and led to his appointment as Assistant National Commodore for diversity as well as a member of the Commandant's Leadership, Excellence and Diversity Council.

He logged over 1,760 activity hours in support of a wide variety of Auxiliary missions including public affairs, marine safety, patrol operations, aids-to-navigation verification, and recruiting assistance. He performed over 90 vessel safety checks and helped qualify several Auxiliary marine environmental

education specialists and Auxiliary administrative management specialists. Additionally, he conducted several America's Waterway Watch presentations, assisted his fellow flotilla members complete their Auxiliary mandated training requirements, and coordinated nine Auxiliary C Schools across the country.

He was formally recognized as the 2017 Auxiliarist of the Year at the Auxiliary National Convention in Orlando, Florida, in August 2017. Also recognized for honorable mention were Todd J. Wilkinson of District 8WR, Flotilla 52 in Springfield, Missouri; and Joseph J. Giannattasio of District 5NR, Flotilla 82, in Cape May, New Jersey. ⚓



# National Public Affairs Award Recipients

## Winners of the Public Affairs Directorate Contests

Contest winners can be seen at <http://auxpa.org/>

## Publication Award Winners

**Stepping Stone** – Daniel Green, District 1SR, Flotilla 54, City Island, Bronx, New York

**Hiawatha** – Troy Stockers and David Caswell, District 8WR, Division 2, Minnesota & Wisconsin

**Breeze** – Dorothy Riley, District 7, Florida, Georgia & South Carolina

## Video Award Winners

(Two winners)

**Flotilla 59 Year in Review** – Flotilla 59, Smithfield, Virginia  
<https://youtu.be/-ecEeb-xnUg>



**Some Like It Hot: The AUXFS Program** – Thea Narkiewicz  
<https://youtu.be/DIQbye1WJy8>



## Event/Project Award Winners

**Auxiliary PSAs in Boating Magazines** – Joseph Giannattasio, Cape May, New Jersey

**50 Year Service Exhibit** – Mark Picciano

## Photography Award Winners



### Team Coast Guard

Jennifer Goode and her son, Vance, observe a Coast Guard search and rescue demonstration in San Diego Bay. Mrs. Goode performed with the Auxiliary Arizona Band as part of the event.

**Jon Jeffery/USCG Auxiliary**

Photo contest runners-up appear throughout this edition of Navigator.

## Photography Award Winners



### Vessel Examination

Conducting a free boat examination at Marco Is., Florida. The examinations, known to Auxiliarists as “VE visits” are a basic service of the Auxiliary, and an annual sticker is issued to vessels that pass; owners of failing vessels are given a list of items to correct, and subsequent re-inspections are also free.

**John Moyer/USCG Auxiliary**



### Operations

Betty Hagan prepares to receive a line from a Coast Guard crew practicing towing techniques in Tampa Bay, Florida

**Valerie Fernandes/USCG Auxiliary**



### Member Services

A color guard stands ready at the annual district training session in Reading, Pennsylvania.

**Barbara Sama/USCG Auxiliary**



## Photography Award Winners



### Public Education

Hall Guttormsen helps a student understand marine navigation charts during class in Vancouver, Washington. Although new technologies help recreational boaters navigate safely with electronic charts and positioning systems, they should also know how to check their fix the old-fashioned way, using a nautical chart.

**Jo McCollum/USCG Auxiliary**



### Fellowship

Commander Marshall Branch of Coast Guard Air Station Savannah, Georgia, and Auxiliary aviators share stories during the second annual Auxiliary Aviation Dining Out in 2016. Coast Guard and Auxiliary aviators from across District 7 attended the event in Florida.

**Robert A. Fabich Sr./USCG Auxiliary**



### Public Affairs

Auxiliarists staff one of two Auxiliary booths at the 2017 Atlanta Boat Show.

**Don Hunt/USCG Auxiliary**



# The Endless Mission: Finding and Retaining Members

By Frank Gumataotao, Immediate Past District 14 Commodore; Guam

**R**ecruitment and retention are two words that mean hard work to most Auxiliarists.

When asked who has responsibility for these key organizational functions, most will quickly respond that these are the public affairs responsibilities. The truth is that every member has responsibility for these critical operational matters.

Recruitment may be a concentrated effort at times, yet this is a constant need for every flotilla. Our organization requires a constant supply of new members to properly maintain mission readiness. The long learning curve for most augmentation or backfill positions only exacerbates this environment. This is also dependent upon the life cycle of each unit, since membership will naturally ebb and flow with time.

There are several approaches to a successful recruitment program and they involve a smooth integration of plans and activities. A key concept is the need for a quality product. Good meetings, strong leadership, robust programs, mentoring and fellowship come together in a successful recipe. Flotilla commanders need to develop an annual calendar, monthly meeting agendas and plan meetings that are interesting and interactive. They must work diligently to prevent falling into the rut of boring officer reports and dominating member conversations. A flotilla commander must exercise control, move a meeting along, include all participants, balance free speech and maintain a good flow so the time in a meeting is well spent. The flotilla commander needs to recognize all attendees and introduce visitors. Fellowship is the glue that keeps members involved,

so the flotilla commander needs to liberally spread collaboration and warmth through the meeting agenda. Leadership has many forms and its exercise is apparent when people are motivated and excited about the Auxiliary.

Retention is all about maintaining interest and commitment by our membership. Mentoring new members is a key method of retention. Older Auxiliarists feed off the connection with new blood. They get a fresh perspective and have to work hard to relearn and refresh material as they are tasked to serve as mentors and teachers.

Recruiting may be as simple as inviting everyone to bring a friend to a monthly meeting. The meeting should be special and include elements such as short training or a speaker or a demonstration or a tour. Freshening the monthly meeting requires planning and marketing. This is an opportunity for all staff officers to come together to develop ideas and concepts. Good planning enhances retention. The meeting could involve a social such as lunch or dinner with homegrown entertainment depending upon the available talent in a flotilla. It should involve fun, interaction and shared experiences.

Community outreach, such as a public affairs events or public education offerings are yet another opportunity to connect with likeminded people who are solid prospects for membership. Setting up a table staffed by uniformed Auxiliary members with Partner Visitation Program materials always sparks interest. Street fairs, boat shows and marathons are additional venues.

Once we connect with new faces, we develop a one-on-one relationship



Auxiliarists frequently have great stories to tell on Monday mornings; Janice Jackson, right, participated in HH-65 Dolphin helicopter training with an active duty crew from Station Rochester, New York. (Photo contest entry.)

without becoming nettlesome. Just be natural as you get to know a prospect. Curry conversation centered upon the prospect. Always maintain a respectful distance while soliciting participation. Don't show up at someone's house unannounced. Don't use the Auxiliary as a pretext for dating. Don't insert yourself into the prospect's life by calling daily. This is not fraternity or sorority rush week. Share your common interests and build upon that foundation. A smooth, natural affiliation leads to meeting attendance and expands into program introductions. Boat crew missions generally permit visitors. Boat examinations, public affairs and partners visits are other programs that are available to experience. We need

to consider the interests, background and experience of recruits if we intend to successfully integrate them

Developing prospects requires thoughtful consideration and a degree of creativity. Connecting with prospects should be a natural consequence of meeting new people. Understanding motivation is also key to this process. Many people are interested in recreational boating. Some are interested in the connection to the Coast Guard. Still others may be motivated by the volunteer nature of our work. Patriotism is also a common thread. Conversations with new people need to include these multiple facets of membership. There is a place in the Auxiliary for everyone regardless of degree of interest, ability or experience.

Get the prospect to a meeting. Again, the meeting must be a quality product if we hope to gain a member. Get the prospect to a fellowship activity so he or she can meet and connect with other members on a more personal level. Expose the prospect to our programs. A boat ride during a patrol is one idea. Visiting air units at the base or touring a cutter are additional thoughts.

At some point, we have to close the deal. Ask the prospect to join the Auxiliary. Provide the prospect with a membership packet. Offer to assist in completion of the application or steer the prospect to the human resources officer. This begins the actual membership process. Recruitment brings new members, but a quality program keeps members. Retention

is just as important as recruitment. Mentoring new members is a two-way street with benefits for all.

Recall your particular reasons for joining. Consider your motivation for staying in the Auxiliary. This gives us insight into others and provides a platform for success in recruitment and retention. This must be an ongoing process and is the responsibility of all our members.

We are a strong volunteer organization with the best of members in part because our people are experienced and highly motivated. Like people with like minds tend to attract each other. This natural connection eases the hard work of recruitment. When we develop good recruitment habits, the work and success comes naturally. ⚓



The Auxiliary frequently helps the news media cover Coast Guard operations, serving either as public affairs officers or in other roles. In these 1980s photos taken off Honolulu, a Coast Guard Sikorsky HH-52A Seaguard from Air Station Barbers Point rendezvoused with an Auxiliary boat carrying a KGMB-TV crew during a training exercise. The Coast Guard boarding party was apparently simulating a hostage rescue at sea. ⚓



USCG Auxiliary/US Coast Guard Historian



# The New H-Directorate

By Scott Pellerito, Branch Chief - Special Projects, Human Resources Directorate; Lansing, Michigan

**T**he mission of the Human Resources Directorate is based upon two primary goals: The first 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 the largest of three directorates within Force Readiness Command, it comprises of eleven divisions and 27 branches, each of which provides specialty services to the membership of the Auxiliary.

The Academy Support Mission is the Coast Guard Academy's largest single recruiting program. Approximately six hundred qualified incoming high school seniors are selected annually for the Academy Support Mission Program. Typically, Academy Admission Partners assist the active duty and Reserve members of the Coast Guard during the summer Academy Support Mission three-week period. 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, more than 14,000 participants have completed the program. In the recent incoming class of Academy cadets, 40 percent were Academy Support Mission graduates.

The Auxiliary Food Services Program enhances Coast Guard and Coast Guard Auxiliary mission readiness, effectiveness and execution by providing support in afloat and land-based galleys. All of the approximately 515 Auxiliary Food Services 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 its

culinary specialist rating. Auxiliary Food Services 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. This is not a C School; all training is done in local areas with students traveling at their own expense when necessary.

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. Pharmacists are eligible to provide their services to Coast Guard clinics as Auxiliarists. 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 Clergy Support Division is a new division within the directorate. Its mission is to expand the religious ministries capacity within the Coast Guard to better meet the needs of Coast Guard members and other authorized personnel. The Auxiliary Clergy Support Division does not replace Coast Guard chaplains, but supplements and supports their mission.

The Auxiliary Ombudsman Division is a new division within the directorate. The Coast Guard Ombudsman Program is intended to improve communication between the Coast Guard command and Coast Guard family members. Coast Guard ombudsmen are communication links, provide information and referral resources, and they act as advocates for family members. Once formally appointed, an Auxiliarist ombudsman, with command support, will receive Coast Guard Ombudsman training.

The Auxiliary Recruiting Division has the responsibility for ensuring that all members have the most current and accurate documentation for attracting and enrolling Auxiliarists from among prospective members. The "Join Us Now" page from the Auxiliary main web page 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 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 presentations which most recently includes the "Tuesday Night Live" program. This monthly webinar is dedicated to providing a forum where participants may have their individual questions answered. The webinar is broadcast the first Tuesday of each month.

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.

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 Auxiliary Administrative Service Division will assist the needs of all National Staff members from their time of on-boarding throughout their missions on staffs. The staff ensures that virtual staff meetings are

completed, technical questions are addressed, and the personnel services of all staff members are satisfied. This new section has oversight for the National Staff “Help Wanted” site which is in the process to be completely reorganized in a new electronic version that will simplify the way potential staff members apply and are vetted for positions.

The Auxiliary Archiving Division is serving as the “repository” for filing all National Staff records, videos, publications, etc. for each of the directorates and general counsel. This division is newly formed and,

although ready to serve at the time of this writing, is still looking for more staff members.

The Human Resources Directorate stands at the ready to support and provide services to you and members of the National Staff as well as the Coast Guard. We take pride knowing that your goals are part of our goals in the Auxiliary. Please take advantage of all of the information available on our website and contact any of our staff if you would like to be a part of the Human Resources team! ⚓



USCG Auxiliary Archive/East Carolina University

Vice President Richard M. Nixon, a World War II Navy veteran, cruised with Auxiliarists during a visit to Southern California in 1959. As president, Mr. Nixon created National Volunteer Week in 1974. ⚓

# In Diversity is Strength



Ken Jacobs/USCG Auxiliary

Auxiliarists Carol Saar and Joe Lovas of Norwalk, Connecticut, mentor a new member, Kenny Rhodes.

*By Ken Jacobs, Assistant National Commodore – Diversity; Fairfield, Connecticut*

**I** am often asked what it means to value the uniqueness of each individual member, and my response is very simple: effective leadership.

Effective leaders understand the value of creating a culture of acceptance, tolerance and respect. This leadership model takes into account the path to success for each member of the flotilla, providing them with the necessary tools to achieve their individual goals. The Commandant of the Coast Guard, Admiral Paul F. Zukunft, has stated that diversity is vital to mission

readiness and excellence. This includes providing a climate in which our members are fully included, valued and respected.

Carolina Farmer, diversity branch chief for Atlantic West, uses a simple piece of paper and a pair of scissors to make this point. The exercise requires the participants to close their eyes, fold the paper over a few times and then make a few cuts in the paper with the scissors. All participants are given the same instructions. Upon completion they open their eyes and discover that each has created something unique, even

though the instructions were exactly the same. This exercise is effective in demonstrating the uniqueness and individuality of each member.

The first three goals of the National Commodore's Three Star Award for Excellence in Diversity Management focus on creating a plan for success at the flotilla level by creating a positive environment, promoting individual success and valuing all members. Units that have received this esteemed award have in common their dedication to the principles of acceptance, tolerance and respect.



Our National Commodore, Richard Washburn, has avowed in his diversity statement that the fundamental imperative of diversity is to create an environment that fosters an appreciation of the values, skills, and abilities of each individual member. This includes ensuring that each member has the opportunity to be fully engaged as a member of the Auxiliary team.

When teaching diversity classes, Ken Harvey, a diversity staff officer in Florida, likes to express diversity as a frame of mind to which we each bring something different and in which we all learn from one another. Our differences, when merged, make us stronger. In his presentation he asks for three volunteers, and hands each one an ingredient needed to make a cake, then asks each member to "bake a cake" with just the one element. They all agree they cannot bake a cake with just the egg, or just the flour, or just the milk. He then

takes all the ingredients, drops them into a bag, and pulls out a freshly baked cake. It is an excellent example of the important role each of us plays when we bring our differences together to build a successful team. Once we have built a team, how do we, as leaders and mentors, ensure that members are fully engaged as team members?

Foremost, we must ensure that each member is given the tools necessary to become a productive contributor. Effective mentors work with those in their charge to build an understanding of the task to be accomplished, as well as an understanding of the role and responsibility of the mentee. Members who are given responsibility as a team member will develop a sense of self-worth and help to build a cohesive team.

One of the most effective mentors I have ever encountered is Joe Lovas, a coxswain and member trainer who

has mentored dozens of members in Division 7 of District 1SR. Joe, a 45-year member of the Auxiliary, takes great pride in helping members achieve their goals on boat crew. He and his training partner, Carol Saar, have developed an integrated approach to boat crew training that includes a 345-page manual. He works one-on-one with each member to ensure a thorough understanding of the requirements, while building a sense of confidence in their ability to contribute safely and effectively to the mission.

It is often said that diversity, inclusion and effective leadership go hand-in-hand. When effective leaders work to build an inclusive organization, including opportunities for the individual success of all its members, we create an environment that fosters an appreciation of the values, skills and abilities of each member and contributes to mission readiness and excellence. ⚓



Carey George, a Vice Flotilla Commander in Columbus, Georgia, discussed safety equipment with the crowd at the 2017 Atlanta Boat Show (Photo contest entry.) ⚓

Don Hunt/USCG Auxiliary



# Charting a New Course to the Auxiliary's Future Begins Now

By Larry L. King, Vice National Commodore; Gautier, Mississippi

**A**nytime one of us is asked what the Auxiliary does, a very good answer is: "We actively support recreational boating safety."

That is an assignment given to us by the Commandant and we are very good at it. Specifically, the assignment is "To promote and improve recreational boating safety". Our efforts in all aspects of boating safety outreach are recognized by the active duty as something they can't do because of personnel limitations. The active duty simply doesn't have sufficient numbers of people to perform all the tasks associated with boating safety outreach and that certainly includes the ever-expanding participation in the paddle craft world.

But is this effort enough to ensure our relevance for the future? Another of the three mission assignments is: "To support Coast

Guard operational, administrative and logistical requirements." This last assignment potentially covers anything and everything.

Erroneously we are looked at as a "free" group of volunteers who serve as a force multiplier; that is not true. We are a lower-cost alternative to having the active duty perform all the tasks we accomplish. There are some costs involved such as travel, fuel for boats and aircraft, salaries for active duty members who support us such as operations training officers, District Directors of Auxiliary, etc. Although the total cost to support our existence is very low, we need to continually search for ways to ensure our relevance in the future. Budget discussions each year require the uniformed services to examine all expenditures closely to ensure their requests can be validated. If a program or effort can't be substantiated, it is subject to reduction or possible

elimination. We must continue to demonstrate our value to the active duty so the Auxiliary never gets caught up in discussions of that type.

At the national level we have continually asked the active duty: "What else can we do?" A typical answer was a question: "What else can you do?"

We're past the points of recognizing that we are only a partially tapped resource, and we are now looking for more ways to serve. With the gap analysis effort by the active duty and our own internal personnel search, we have identified new areas to help. We have expanded our involvement in some disciplines such as doubling the number of qualified Auxiliary food services personnel and increasing our participation in the Ombudsman Program. New areas of involvement include clergy support, Blended Retirement Program advisors, and the Auxiliary Build Program. This is in addition to our efforts in boating safety outreach and operational support with members' boats and aircraft as well as our quest to maximize maritime radio communications support for both normal operations and surge demand.

Currently we are more than just relevant. We are an absolute necessity, but as Auxiliarists we can't become complacent. Along with myriad professional skills most Auxiliarists are of an age they can draw on work and life experience that is of inestimable value. It is our collective responsibility to ensure in the future that the skills we have gained are identified and molded such that those skills can be put to constructive use in supporting our Coast Guard. That is how we will remain relevant and necessary. ⚓



Robert A. Fabich Sr./USCG Auxiliary

Seaman Sandrea Johnson of Station Yankeetown, Florida, learns how ponies can help educate adults and children during a 2017 National Safe Boating Week kickoff event held at Crystal River Preserve State Park. (Photo contest entry.) ⚓

# Strategic Planning Benefits Entire Coast Guard Team

By Andrew Welch, National Director of Strategic Planning, Arlington, Virginia

**S**trategy is not the science of predicting the future. Simply, strategy is about taking our best shot at being the kind of service that the Coast Guard, the Department of Homeland Security, and the American people need us to be in 5, 10, 20 years, and beyond.

We organize our approach to that challenge by analyzing notions of what the Coast Guard's operating environment will be – and how we might respond to it – by developing the future leaders that will be needed to make us successful within it, via the Auxiliary University Program, and working with others across the organization to make reality of the “best bet” initiatives that the National Commodore and Commandant have directed us to embrace in order to thrive in that unknown future. This is not your ordinary Auxiliary mission.

Last year I suggested that the active duty and Auxiliary must be prepared for the significant social, economic, political, and technological change that will shape our missions in the years to come. We have learned much since then, even as the pace of that change has accelerated. In almost every way imaginable – regardless of one's own personal beliefs or circumstances – the world in which we live, in which we operate as a Coast Guard, has become more uncertain.

We have learned that the last decade's work of our fine interpreters and food service specialists was a sign of things to come, and that the Coast Guard will increasingly call on its Auxiliary to be a source not just

of boats and maritime skill, but of builders, of clergy, of cyber security specialists, and of talents we have not yet considered. Today the still very young Auxiliary Cyber Division is hard at work with partners to create opportunities for Auxiliarists to augment and support the cyber security needs of the maritime and homeland security communities. As-yet untold augmentation seems likely to follow.

We have learned that the Auxiliary is indeed able to produce quality young Coast Guard leaders over the long term, as we celebrated the tenth year of the University Program Unit at the College of William & Mary with the graduation of five seniors. They graduated in the same month that another program alumnus graduated from officer candidate school, and the first members of the celebrated class of 2015 were promoted to lieutenant junior grade.

We have seen trends in mobility increase pace as greater access to information causes citizens to seek learning environments through different methods than used in the past, as mobile technologies inspire citizens to share more goods and services rather than electing to purchase them for their sole use, and as citizens increasingly choose to live closest to those whose beliefs and values are most similar to their own. We have learned that the Auxiliary must be prepared to succeed in a world where group classes are a thing of the past, where shared and rented boats are the norm, and where



USCG photo

In 2017, Auxiliary University Program alumnus Ensign Jonathan Roth (right) graduated from Officer Candidate School in New London, Connecticut. He was congratulated by a 2015 Auxiliary University Program graduate, Ensign Christopher Papas.

sustaining a shared patriotic identity is increasingly difficult in a country so geographically divided along borders of red and blue.

All this must be done while maintaining the Auxiliary's traditional recreational boating safety mission and simultaneously supporting the Coast Guard in achieving its most important strategic priorities providing for maritime safety, security, and stewardship in the Western Hemisphere, arctic, and cyber domains, and modernizing its human capital – people – management.

We have our work cut out for us. Let all who might volunteer to serve know that this is both an exciting and challenging time to be a member of the Coast Guard. Every able hand and open mind is needed. ⚓



# The C Team: Always Online

By Patrick Malone, National Director, Computer Software & Systems; Denver

**T**he Computer Software and Systems Directorate, or C Directorate, is responsible for the design, development, and or, implementation of technologies, and their ongoing support. The C Directorate is also the steward of emerging technologies and resources that will propel us into the future, projecting the needs of and increasing the infrastructures to support the Auxiliary in the future.

Our directorate's most visible system is the Auxiliary National Web Site. Though we host the platform, the content is provided by all other national directorates and their counterparts at the district, division, and flotilla levels. Each national directorate has a presence

on the site and provides information, guidance, and documentation to our membership and the public. The sites hosted on the national web server provide online content for all levels of the Auxiliary. We also manage and support the national Auxiliary servers, which host our platforms and services.

The C Directorate is allocated into five divisions, each containing multiple branches that support our systems and maintain our servers, and services to provide the highest level of system uptime to our membership and the public. These divisions are: National Systems Support, Information Security, Software Engineering, IT Operations and Infrastructure, and an area that may surprise most, project management.

The Project Management team was created to provide oversight and ownership of the projects worked by the directorate. This team also hosts a weekly project management and operations call.

Recent projects have involved the implementation of Cloudflare, a performance and security service that offers domain name server and denial of service protection to our servers. Other projects included liaison and support services to the Coast Guard Auxiliary Association, which involved support and implementation of a new events management service.

Going forward the C Directorate continues to monitor and actively review server, and software performance statistics. The data gathered allows us to project future needs for development of new systems, software's, and the hardware on which to we host it. We look forward to the challenges the future brings, and being able to overcome them through teamwork and technology. ⚓



In the early morning hours of September 17, the 50-foot commercial fishing vessel Ms. Nicani ran aground at Heceta Beach, Oregon, about 60 miles west of Eugene. Station Siuslaw River responded, but no injuries were reported. (Photo contest entry.) ⚓

Deborah Heldt Cordone/USCG Auxiliary



The Navy's Blue Angels overfly the Auxiliary patrol boat Silver Charm during San Francisco Fleet Week in October 2017. ⚓

Richard W. Pizio/USCG Auxiliary







# Forging Connections: Harry Dyer & the Help Desk

## Linking questions to solutions, 24 hours a day

By Susan Davies, Director, National IT User Support & Services; Arlington, Virginia

**C**onnecting a Turkish electronics manufacturer to the Coast Guard's licensing staff is all in a day's work for the Auxiliary. Just ask.

Meet Harry Dyer a member of Flotilla 17-4 in Bordentown, New Jersey. Harry oversees the Auxiliary National Help Desk and Knowledgebase, and makes sure that members' questions are answered quickly.

How quickly? The help desk is staffed seven days a week, including holidays, and the average response time is well under 24 hours, with many tickets answered within a few hours. (The address is <http://help.cgaux.org/>)

Led by Harry, the help desk team comprises volunteer contributors and experts from across the Auxiliary. With an average of over 3,600 tickets per year, they've been processing queries daily since 2007. Questions include assistance with logging into operational and training websites, filling out forms, and clarifying uniform policy.

In the case of the Turkish electronics firm, there was a complication: They wanted to install their products on foreign-flagged ships in U.S. ports. A few hours later, Harry passed along the solution to the happy Turkish owners. You might think that the help desk does that kind of thing every day. And they do, it turns out.

Many times, the help desk receives a ticket for which there is an answer already available in the Help Desk Knowledgebase. The Knowledgebase is similar to a

frequently asked questions site, and contains short articles on a wide range of topics. At the end of 2016 there were nearly 290 articles in the Knowledgebase. To access them, enter a key word or phrase; you are likely to find the answer right away, without submitting a ticket and waiting for a response.

The help desk and Knowledgebase are also available to the public, whose questions typically center on availability of recreational boater safety courses, replacing boater education certificates, or requesting assistance with local events.

Two help desk requests for assistance with non-Auxiliary events highlight the extent to which Harry and his team will assist the public. Earlier this year the help desk received requests for support for two events: Cross Country Swim for Veterans, an event in Virginia that was started by a Navy veteran; and Spring Great Outdoor Days in Alaska, sponsored by an outfitting company. Harry contacted the two districts' chiefs of staff, and both handled the requests immediately. Contact with the requestors was made less than 24 hours after the tickets were submitted.

Harry, who is based in Sector Delaware Bay, joined the Auxiliary more than 43 years ago and has served in staff positions at every level; this year he holds seven auxiliary offices and is chief of the member support division. He's been with Flotilla in Bordentown for 14 years. Harry said that his duties "have kept me extremely busy, but they were enjoyable and educational times, and



Harry Dyer

Susan Davies/USCG Auxiliary

I could not have performed them without the help of many people along the way."

He grew up with the computer industry, starting as an operator on the first commercial computer, the UNIVAC I. Later, he worked as a programmer and system analysis for a computer manufacturing and consulting firm, developing software for large-scale systems. He also worked as an independent computer consultant to major U.S. companies.

"The development of problem-solving techniques, along with the communication skills required for interaction with clients, turned out to be a real asset for work in the Auxiliary," Harry said.

Some of Harry's proudest moments in the Auxiliary include achieving operational Auxiliarist specialist and master instructor; serving as crew in the operations program; performing safety checks



as a vessel examiner; being chosen Division Auxiliarist of the Year three times; and serving as editor and publisher of a newsletter, Tidings, that won the District 5NR Best Flotilla Newsletter Award for six years, Best Division Newsletter Award for three years, and second place in a national competition.

Says Harry: "The Auxiliary offers a plethora of opportunities to members who wish to take advantage of them. By becoming involved in various activities, both on the water and shore-side, you can expand your knowledge and experience immeasurably. Take advantage of all it has to offer and you will be able to achieve the same success and enjoyment that I have. If you falter along the way, someone will be there to lend a helping hand, the same as they did for me." ⚓

# What is "M" and What Does It Do?

By Bill Scholz, National Director, Measurements; Osceola, Florida

**I**n Ian Fleming's James Bond novels, "M" is the head of the Secret Intelligence Service. In the Coast Guard Auxiliary, M is superior to no one and serves everyone.

The Performance Measurement Directorate, known as M, is responsible for measuring and analyzing the Auxiliary's performance and resource data. Our products are designed to help leadership and staff at all levels make informed strategic and tactical decisions.

We are privileged to have a team of data bees who truly enjoy producing reports. A couple of our team members have remarkable code writing capabilities that permit them to extract and array data from the AUXINFO database in response to specific requests.

One of our earliest data requests was a monthly diversity snapshot for National Diversity Leadership, for example.

Several of our reports are posted on our website:

- Quarterly trends provide data visualization at the national and district levels.
- Local unit charted information provides data visualization at division and flotilla levels. Five key performance indicators are tracked by month and year.
- Flotilla analysis allows year-by-year comparison of flotilla membership levels, activity, and qualifications within a district.
- District analysis reports aggregate activity of each Auxiliarist, qualifications per district member, and other key performance and resource indicators, all presented in a graphical format.

- Sector toolbox provides a wide range of information on operational performance, facilities, and member qualifications.
- Mandated training reports the mandated training courses that Auxiliarists have completed, sorted by name and by flotilla.

We also post maps with the size and locations of flotillas, divisions and sectors, and with Coast Guard units. Performance statistics from the past year can be viewed by clicking on icons.

We began tracking mandated training in 2015. In 2016, we responded to a request to produce a report on prospective members who have favorable background checks but were still in recruit status because they hadn't yet completed mandated training. This was followed by a request in 2017 for an expanded report on all new members.

After making presentations to district leadership teams, we received a request for reports on all members with and without favorable security checks for more than 90 days.

Our newest product is a monthly report that tracks all members who lack training or are in certification arrears, showing which competencies they need. M is also privileged to assist national leadership with specific requests for data pulls and projections from the huge AUXINFO database.

Our motto is *Veritas in Numeris* – Truth in Numbers. ⚓

# New Cyber Division Responds to 21st-Century Challenges

By Kevin Conquest, National Division Chief, Cyber; Phoenix

**C**yber security has become a hot topic almost everywhere within the past few years. From news stories about data breaches leading to personal information theft, to specific malware attacks sponsored by nation-state resources, or even acts of “hacktivism” as a disruptive form of online protest, the safety and reliability of online resources is among chief concerns. The Coast Guard is no different in sharing that concern, particularly in the sense that cyber is a new domain in modern warfare.

In June 2015, the Commandant, Admiral Paul F. Zukunft, issued a 10-year cyber strategy to raise awareness and bolster cyber security efforts to a level on par with surface or air missions. A task force analyzed key areas of Coast Guard missions, developing a command message for moving forward: lead, organize, develop, generate, and modernize. The Coast Guard is just now starting to act on those principles and needs help.

Auxiliarists have stepped up to answer that call.

The Auxiliary’s strategic planning staff in March 2017 visited with Rear Admiral Kevin Lunday of the Coast Guard’s Cyber Command, along with representatives from the Department of Homeland Security, to discuss possibilities for direct augmentation and provide a solution for the Coast Guard’s growing cyber security needs. Born from this discussion is the new Cyber Division – a first of its kind for the Auxiliary and an exciting way to support the active duty in an area that is crucial for national security.

Cyber Division is currently staffed with one division chief and three branch chiefs for operations,

readiness, and planning. This staff possesses a robust depth of knowledge in computer security, military experience, and professional business acumen. The goals set for this initial year include identification of current Coast Guard cyber security needs, future challenges, and building requirements for an Auxiliarist cyber workforce. Additionally, there is an opportunity for the Cyber Division to create tiered cyber security qualifications training and testing, similar to public affairs, where skilled members can demonstrate proficiency in various cyber skills and become officially qualified for augmentation. We already have requests from Homeland Security to support a few of their mission capabilities, and expect to be working

with the Assistant Commandant for communications and information technology to put Auxiliarists in billets by 2018.

Areas of high demand at this time include industrial control systems, risk assessment, incident response, environmental and physical security, telecommunications and network security, and operations security.

The Auxiliary prides itself on being the only volunteer force-multiplier available to the armed forces. As the needs of the modern Coast Guard change, the Auxiliary can adapt and provide new services. Members interested in protecting the confidentiality, integrity, and availability of Coast Guard systems are now being recruited. ⚓



Dale Fajardo and Sue Fry inspecting rental kayaks at South Beach Marina in San Francisco. (Photo contest entry.) ⚓

Roger Bazeley/USCG Auxiliary

# Talk, Talk, TALK!

## and That's A Good Thing!

By Judith L. Hudson, District 7  
Commodore; Miami

### Talk, talk, TALK.

Talking lives, guides facilities, and saves taxpayer dollars. Our District 7 communications services members provide critical coordination, collaboration, information, data, and connectivity in a wide variety of places and times. In addition to surface and air patrols, they attend incident management exercises and events, stand watches, partner with port safety and security personnel, train and assist the active duty Coast Guard in multiple ways, and provide support to federal and local agencies.

In Miami, Ted Tundidor, ~~communications staff officer for Division 6~~, inspects all two-way radios, schedules and coordinates testing, assists in the construction of antennas, tests and certifies communication units, recruits and trains members, participates in exercises, and practices with such agencies as the U.S. Immigration and Customs Enforcement, and local fire and police departments. Ted also tracks where Auxiliary radio units are located and who the operator is, and ensures that there is a fast-response team with backups.

District 7 also has recreational vehicle units that serve as mobile communications centers. Dan Jacquish owns one that carries food, water, several radios, fuel, extra cables, lines, tools, batteries and a generator, plus sleeping quarters. These units become incident command centers in case of emergencies.

At a recent hurricane exercise in District 7, there were months of planning by the active duty and the Auxiliary, and three different testing sessions. During the week-long scenario, the equipment and the



Donald Wellons at his communications console in southeastern Georgia.

handling of message traffic worked well from Homestead, Florida, to Charleston, South Carolina, and along the Gulf and Atlantic coasts. Lessons learned were that great detail must be mapped as to who is in the communication chain, where they are, and how the chain works.

Don Wellons, ~~district staff officer for communications~~, is also national branch chief in the Response Directorate for the Communications Division. He has been active with communications systems since citizen band radios were popular back in the 1970s. Don was instrumental in the hurricane exercise planning and coordinating the entire district communications with the active duty.

He also drafted the District Auxiliary Radio Contingency Plan, which has been approved by the 7th Coast Guard District and integrated into its contingency plan. The plan spells out actions to be taken if Coast Guard radio towers go down. It addresses how to handle distress calls and keep information flowing through the Coast Guard's advanced Rescue 21 telecommunications network.

In February 2017, Don coordinated the location, setup and staffing of a booth at the amateur radio convention in Orlando, Florida, one of the world's largest telecommunications conferences. Don has led District 7's participation at this event for the last five years; the district benefits by recruiting



new members to the Auxiliary every year, and Auxiliarists hold a meeting there to answer questions, clarify procedures, explain the latest technology and provide do's and don'ts of communications.

Coast Guard Station Brunswick, Georgia, benefits from Don's watch standing skills and knowledge. One of his favorite stories is the time he received an alert from an emergency

satellite beacon in the Atlantic, 40 miles east of the station. A helicopter dispatched to the scene found a large sailboat foundering in 12-foot seas. The stranded captain at first refused help, instead requesting a commercial towing company. When the captain learned that the commercial tow boat would have to wait up to 12 hours for calmer seas, down from the helicopter went the swimmer, while

beneath the waves went the boat. As the Coast Guard swimmer reached the surface, up popped the head of the captain from below the waves. Reaching for salvation and clamoring for his cat, the captain was grabbed by the swimmer, who was also able to nab the cat. All safely returned to the helicopter.

So goes the talk, talk, talk, and that's a good thing. ⚓



USCG Auxiliary Archive/East Carolina University



This World War II photo of an Auxiliarist at his ice-encrusted helm has been given many explanations, but the simplest is probably the most accurate: Searching for enemy submarines during the New England winter was never easy for the those who went to war in sailing ships. In the group photo, location unknown, early Auxiliarists showed off their uniform lack of uniformity; even after uniforms were issued, Auxiliarists frequently wore their own slickers and other specialized sailing gear. ⚓

USCG Auxiliary/U.S. Coast Guard Historian

# On Armed Forces Day, Making a Promise to America



Staff Sgt. Jeremiah Runser/Indiana National Guard

Major General Courtney P. Carr, the Adjutant General of Indiana, swears in new enlistees from each military branch during the 2017 Armed Forces Day Weekend joint enlistment ceremony at the Indianapolis Motor Speedway.

*By Randy Ventress, District 8ER Commodore; Stones River, Tennessee*

**I**n spring 2017 I was honored to represent the Coast Guard and the Auxiliary at the Indianapolis Motor Speedway during events honoring our country's military men and women. The occasion was the annual Armed Forces Day Weekend swearing-in ceremony, which is a part of the activities surrounding the Indianapolis 500.

Visiting the race track's Gasoline Alley has been on my bucket list since I was a child. The memories of that visit, and the entire weekend,

will stick with me. I have watched the Indy 500 on television many times. Being in the middle of the preparations for the actual race, a week later, was a bucket list experience.

"Wow" says it all.

Armed Forces Day Weekend culminated on May 21, with a remarkable ceremony that took me back to 1968, when I swore an oath to join the military. About eighty young men and women, entering all five branches of the military, took

this same oath in Speedway, Indiana. There were civilian elected officials and representatives of the armed forces in attendance, and as the speakers thanked everyone for their service, I watched the body language of the recruits. Most sat almost at attention, looking straight ahead.

I wondered what was going through their minds as they listened to what was being said. Were they asking themselves what comes next? Were they asking themselves, "What have I gotten myself into?"





Staff Sgt. Jeremiah Runser/Indiana National Guard

A Coast Guard member of the Joint Service Color Guard retires the colors during the 2017 Armed Forces Day Weekend enlistment ceremony at the Indianapolis Motor Speedway.

No matter what was going on in each individual's mind, one thing was certain; this day was a life-changing event for them.

I was fortunate to have a few minutes with four young men from Indiana and northern Kentucky, who were our Coast Guard recruits. Each of them had their own reason for joining. Each had a good idea of the career field he wanted to get into and where he wanted to be stationed. I firmly believe that each of these young men will be a great asset to the Coast Guard and to our country.

We can draw parallels between the huge step these young men and women have taken, and when a member comes on board in the Auxiliary. A young man or woman joining the military takes an oath, trains and serves. When a recruit joins

the Auxiliary, he or she takes a pledge, trains, and serves.

When joining the military, the recruit will be under the guidance of a trained leader, and will be mentored by others. Likewise, a new Auxiliarist is under the guidance of a trained leader and mentors whose one duty is to develop that new member.

The combination of member training and mentorship enables the new Auxiliarist to carry on the roles of our organization, support the Coast Guard, the boating public, and our country. And, like the young military recruits' oaths, the pledges we take are promises to fulfill that duty.

As the nearly 80 young men and women took their oaths, I mentally renewed the oath that I took in 1968 when I entered the Air Force. I also revisited in my mind the pledges I

have taken as both a new member and later as an appointed and elected officer in the Coast Guard Auxiliary. In both cases, I made life-changing vows.

The promises we make are short on words, but huge in meaning. The meaning is that we will promise to do what we have volunteered to do. ⚓





Joe Lavigne, a 22-year Air Force veteran, is given a warm welcome at Washington Dulles International Airport during a 2010 trip funded by the Honor Flight Network to visit the war memorials.

PO3 Robert Brazzell/USCG



Lieutenant Fiorella Michelucci, a Reservist with Sector Baltimore, welcomed a Korean War veteran to Washington, D.C., in 2013.

PO3 Lisa Ferdinando/USCG

# Auxiliarists Saluting Vets: Honor Flights Link Past to Present

By David L. Johnsen & Thomas M. Buck; Milwaukee

**F**or the past half-dozen years, members of the Coast Guard and Auxiliary from Sector Lake Michigan and Station Milwaukee have been a prominent part of the honor guard welcoming veterans returning to Milwaukee on Stars and Stripes Honor Flights. The honor guard salutes veterans as they debark in Milwaukee after a long day in Washington, D.C.

After the last veteran leaves the plane, the honor guard follows them into the main terminal where a throng of family and friends pack the concourse to cheers the returning veterans. All who participate in the honor guard are also welcomed by cheers and handshakes from young children and the elderly spouses of

the veterans. Statements of thanks for their service make the long minutes of standing at attention and saluting these veterans even more worth the already great experience.

The experiences of the Coast Guard and Auxiliary members in Milwaukee reflect those of the founders of the original Honor Flight in Springfield, Ohio. There, an Air Force veteran and physician's assistant, Earl Morse, observed that many of his World War II veteran patients longed to see the memorials of their war, but were unable to afford a trip to Washington. With the help of private pilots from a nearby Air Force base, in 2005 Morse was able to take 12 veterans on their longed-for journey. Since that humble beginning,

generous donations and enthusiastic volunteers have made it possible for more than 159,000 veterans to make the trip to Washington from 127 hubs in 41 states. More than 20,000 veterans were flown in 2016.

The Stars and Stripes Honor Flight in Milwaukee came to life through the efforts of Joe Dean who thought it would be a great experience for his father. Supported by local news media and the assistance of many generous and influential citizens, Dean was able to organize a powerful program to take as many as two plane-loads of World War II veterans and their escorts to Washington, traveling six times each year.

The southeast Wisconsin group also produced “Honor Flight,” a video that in 2012 premiered to 28,442 people at Miller Park in Milwaukee, setting a world record, eclipsed in 2015, for the largest attendance at a film screening.

With a large number of World War II veterans already given the chance to view the memorials in Washington, honor flights are turning to Korean War veterans, and any veteran that is terminally ill. In Milwaukee, there seems to be

an adequate supply of honor guard volunteers and veterans, though many of the veterans are transported in wheel chairs by the end of their grueling day.

The faces of the escorts often tell a story of emotion and gratitude; tears fill their eyes when they see the two columns of uniformed personnel standing at attention and rendering salutes. More than a few of the veterans attempt to return salutes during their long ride to the main terminal, and along the way

they shake the hands of many in the crowd. On their laps are balanced large envelopes filled with letters and cards given to them at “Mail Call,” when they boarded the aircraft for their return flight. In their lapels or hands are poppies handed to them by a little girl.

Auxiliarists respect those who wore the uniform of our nation, and it is events like these that demonstrate how much the citizens of our great country appreciate what our armed forces have accomplished. ⚓



USCG Auxiliarist/U.S. Coast Guard Historian

During World War II, Auxiliarists and Reservists were on parade, probably in eastern Pennsylvania. ⚓



# Color Guards: Quest for Excellence

By Michael Sealfon, District 13 Staff Officer, Public Affairs; Seattle

**T**he four northwestern states within District 13 cover an extremely wide geographic area of operations, leading to the creation of several Auxiliary color guards. In much of the non-coastal areas, the Auxiliary represents the sole Coast Guard presence. The ready availability of a professional color guard for public events, national holiday ceremonies, and memorial services greatly enhances the Coast Guard presence. The Color Guards located in Idaho and Montana are prime examples of Coast Guard representation by qualified Auxiliary volunteers.

Color guards are created to solemnly and professionally present the national ensign to both public and military services during events of special significance. Each unit – active duty, Reserves or Auxiliary – are comprised of highly trained, self-motivated and dedicated volunteers.

In District 13, the large distances and lack of Auxiliary travel funds meant that the four teams were created independently, although they function in the same manner. Unfortunately, this resulted in a lack of standardization and interoperability between teams. In a recent effort to build district-wide color guard cohesion, training funds were allotted as part of a district-wide training meeting in early 2017. Representatives of three of the four teams met at Clackamas, Oregon, for joint training. The results were nothing short of remarkable following only a day of joint practice; esprit de corps and desire to excel prevailed, and the attendees rapidly adapted to a standard district-wide color guard protocol.

A combined four-person color guard presented the colors at the opening of District 13's Auxiliary training meeting, and they were met with excellent reviews. This was the first event for this composite team. During an afternoon color guard training session, the combined team demonstrated a memorial service next-of-kin colors presentation for the [District 13 commander](#), Rear Admiral Mark E. Butt, and the Auxiliary [commodore](#), Kathleen Goodwin. They both gave high praise regarding the team's performance, and were satisfied that the training sessions had accomplished its mission.

Sector Puget Sound Auxiliary Color Guard, the oldest of the four units, was formed by Craig Smith of Division 2 in fall 2009. A Coast Guard presence had been requested at the University of Washington's Veterans Day tribute to its 11 alumni



District 13N's latest color guard member, Tamara Rex, at a Veterans Day event in Auburn, Washington.

Medal of Honor holders. After a hectic month of recruitment and practice, the team made its debut – and the Army's chief of staff and the governor of Washington were among



Color Guard at District 13's 2017 winter meeting in Clackamas, Oregon.



Patricia King/USCG Auxiliary



District 13N Color Guard at the 2016 Auburn Veterans Day parade.

the visitors. The team performed beyond expectations and has been continuously active ever since. The original team commander and two plank-owners still proudly perform at all events.

The Puget Sound color guard annually participates in at least a dozen events, such as parades, Auxiliary changes-of-watch, national holiday services, Auxiliary memorial services, and the anniversary of the Auxiliary at Sector Puget Sound. The highlight of the year is participating

in the annual Auburn, Washington, Veterans Day parade – one of the largest on the West Coast.

The team's level of proficiency is such that they were requested to present the colors at the 2017 change of watch for the new commander of Sector Puget Sound. In addition, they have received two Meritorious Team Commendations, the Commodore's Certificate of Appreciation, and many challenge coins.

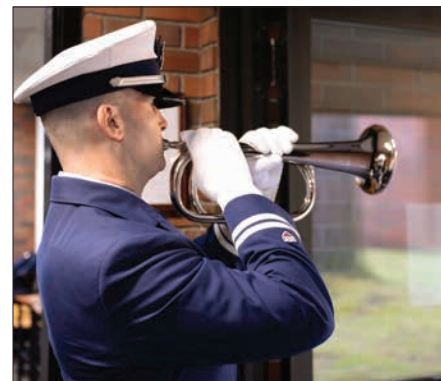
The active-duty District 13 color guard rates them equal, if not better, than themselves. This has been an almost decade-long tradition of excellence and pride in representing the Coast Guard.

Color Guard South was created less than five years ago with members from Flotilla 52, and has developed into a highly disciplined and professional unit. It serves the cities of Florence and Eugene, Oregon, for many Coast Guard functions. The commander of Station Siuslaw River

requested that the Auxiliary color guard assume responsibility for all station ceremonial activities.

Perhaps their most unusual color guard request was for the sea burial of an Auxiliary member in April 2017, utilizing Siuslaw River's 47-foot response boat. Color Guard South annually performs at eight to 10 public service events.

All District 13 color guards take exceptional pride in their performance as Auxiliary representatives of the entire Coast Guard. Their quest for excellence is a constant goal, and each team's performance indicates its successful accomplishment. ⚓



Patricia King/USCG Auxiliary

District 13N Color Guard bugler at an Auxiliarist's memorial service in 2016.

Patricia King/USCG Auxiliary



District 13N Color Guard at an Auxiliarist's memorial service in Ft. Warden, Washington.



Michael Sealton/USCG Auxiliary

Joint District 13 Color Guard training in Clackamas, Oregon.



Andrew Diffley (left), Raymond Bejarano and Charles Browning review an electronic flight bag program on a computer tablet. ⚓

Joseph Giannattasio/USCG Auxiliary



Auxiliarists frequently serve far from the ocean and interstate waterways. In 1960, a Coast Guard Grumman UF-1G Albatross and two Auxiliary Cessnas rendezvoused at an air show in Reno, Nevada. ⚓

USCG Auxiliary Archive/East Carolina University



# Joint Air & Sea Operations Over New Jersey

By Joseph Smith, District 5NR Captain; Bayville, New Jersey

**T**he Auxiliary boat crew had already transmitted their position, their boat's clutch was in neutral with the engine idling, and they waited under a bright blue sky on calm open water. Although the weather was seasonably hot, the crew appreciated their flotation suits, since the colder water was absorbing the heat from the air above it. The distinctive buzzing sound of a propeller beating the air came toward them, growing louder with each passing moment. A minute later a blue and white single-engine, low-wing aircraft swept into view.

*Auxiliary vessel zero zero one, Auxiliary vessel zero zero one, this is Auxiliary aircraft six niner whiskey ... Mark on top ... Over.*

*Six niner whiskey, this is zero zero one ... Roger, we have you marked on top ... Over.*

The radio communications was concise and professional, and the event lasted only three minutes. But it was the culmination of weeks of planning for a new surface and air training procedure.

Every Auxiliary district conducts surface and air operations; Coast Guard District 5NR's Auxiliary Air Program successfully organized those resources to work together and put them to the test in a unique training exercise.

Assigned the mission name Operation SurfAir, it was the first documented training maneuver in District 5NR to assign an Auxiliary aircraft to interact with an Auxiliary vessel.

The training took place in May 2017 on Barnegat Bay, in southern New Jersey, and used equipment from two separate areas of responsibility – an aircraft from Division 8 in Cumberland County, and a vessel from Division 7 in Ocean County.

The mission was organized by Joseph Giannattasio, District 5NR's staff officer for aviation, who explains the concept as "an alternative approach to provide a practical exercise for both aircrews and boat crews that can be conducted during regularly scheduled patrols of vessels and aircraft within a district. More flexible than Auxiliary search and rescue exercises, it also allows for numerous vessels and crews to participate throughout an entire patrol season when they are underway."

In his proposal to the district's operations training officer and Air Station Atlantic City, Giannattasio provided the mission overview: An Auxiliary pilot determines if an Auxiliary vessel will be on patrol along the flight route during a scheduled maritime observation mission. Before the flight, the pilot and coxswain plan a rendezvous in the vessel's region and then establish radio communications. If communications are established, the pilot can decide to conduct a visual



Howard Davis piloting an Auxiliary aircraft.

Joseph Giannattasio/USCG Auxiliary

observation of the vessel, if both are able to do so safely.

"Because it incorporates multiple Auxiliary units, cross training, surface/air communications, and vectoring between two separate AORs [areas of responsibility], planning was of the utmost importance to insure safety and a successful execution," said Giannattasio. "SurfAir is also an exciting and enjoyable challenge. Usually, when members practice search patterns, they get frustrated if there is nothing to locate.

"Search and rescue training exercises should provide a sense of real-life challenges, yet uncomplicated enough to be conducted in a manageable period of time, in case the target isn't located," he said.

Giannattasio fine-tuned the plan by using Auxiliarists with expertise in various aspects of surface and air missions to ensure thorough planning and execution for Operation SurfAir.

One of the experts was Howard Davis, an Auxiliary aircraft



Flight crew member Joseph Giannattasio, left, and pilot Howard Davis.

commander from Millville, New Jersey, who contributed his vast experience in general aviation and Auxiliary flight operations. Giannattasio, a private pilot and Auxiliary qualifications examiner from Cape May, New Jersey, was the air crew member for the mission.

Joe Smith from Division 7 was asked to participate based on his qualifications as an Auxiliary coxswain and as coxswain aboard

the District 5NR Helo Ops Team's light utility boat that supports Coast Guard helicopter crews with hoist training operations. Considering his operational experience and knowledge of waterways within Division 7, Bill Grant was selected as boat crew.

The mission began with the boat and air crews reviewing the plan, studying charts, and confirming the general location and radio frequencies

over the telephone before the start of the mission. After appropriate pre-flight briefings and risk calculations, the aircraft departed Cape May Airport at 10 a.m., while 70 miles away the boat began making way for Barnegat Bay.

The weather was 73 degrees and sunny, clear skies with light winds from the southwest. Air traffic was light, which made for an uncomplicated transit through Atlantic City airspace. The offshore winds kept most recreational boaters and novice boat anglers on the fence. But there were several boats in the water taking advantage of the first warm day of the year.

When within broadcast range at 10:35, radio communication was established and the boat came to a stop and relayed its coordinates. The air crew entered the coordinates into their navigation units and determined an intercept course. Within two minutes the Auxiliary aviators had a visual on the Auxiliary vessel and adjusted their course in preparation for flying a "turn around a point," a maneuver where the aircraft is flown in a complete circle of uniform distance from the boat.

The Auxiliary aircraft made two more passes around the boat before they both departed and continued on their patrols.

During Operation SurfAir, Auxiliary air and surface crews realized their true operational potentials, and also learned where they needed to improve their skills for actual search and rescue cases. This mission provided a realistic and practical training opportunity for operational Auxiliarists to be always prepared. Besides increasing search and rescue proficiency, an additional benefit of Operation SurfAir was the cross-training, cooperation, and camaraderie between Auxiliary boat crews and aviators from different divisions. ⚓



An Auxiliary vessel in Barnegat Bay is spotted from the Auxiliary aircraft.



# How to Build a Successful Training Conference

By Edward M. Monaco, Deputy National Commodore – Atlantic West; Akron, Ohio

**D**eputy National Commodores have the opportunity to travel to district training conferences (DTRAIN) throughout their region, with mine being Atlantic West. Each district has many similar elements to their events and also many elements that are unique to that particular district. Putting on a successful DTRAIN requires hard work, foresight as to what district membership desires and needs for training classes, a team of knowledgeable and available instructors, good communication with the active duty Coast Guard with good Coast Guard participation at the DTRAIN, and many opportunities for fellowship.

The most successful DTRAIN events start with a diverse hard-working team of experienced event planners. District commodores and chiefs of staff conduct a search for experienced event planners to help establish goals and follow through to meet those goals. Conference committee teams may consist of an event planner and scheduler; member training staff officer; audio-visual expert to set up appropriate equipment such as laptop computers, power point projectors, etc.; fellowship planner for the banquet event, awards luncheon, hospitality suite; a lead instructor to coordinate all required programs; program scheduler; protocol expert; and other members as necessary to complete all aspects of the event.

Selecting a location for DTRAIN is an important step in creating a successful event. The cost of the hotel rooms, space rental, food costs, overages, food and room minimums may vary considerable from hotel

to hotel. It is necessary to shop for hotel conference space to establish an affordable program for any particular district. The event planner can check out available and appropriately sized hotels and conference centers to find a good fit for the district.

Many district commodores like to move DTRAIN around the district to encourage local participation in different areas. Be sure to look for hidden costs such as rental fees for accessory equipment, extension cords, projectors, and internet access. Repeating an event at a location may pay off in lower costs for the repeat business. Event planners can discuss these issues with the hotel conference planner. Rates for rooms, food costs, hospitality rooms, etc., can be negotiated up front for lower costs but negotiations need to be initiated by the district.

Protocol at DTRAIN is sometimes misunderstood by conference committee members. It is important to understand all the aspects of protocol so as to put on the best possible picture of the Auxiliary to our membership, the active duty Coast Guard, and our guests and partners who attend our events. For example, know the proper way to introduce VIPs, guests and elected leaders at our luncheons, banquets, and business meetings. Know the proper way to set up a head table and name plaques, and how to address the membership at our meetings with a proper speech and words of encouragement. Appoint a protocol expert on the committee to review the entire event and determine the correct protocol for every occasion. Inviting Coast Guard district and sector commanders with a proper

letter well in advance of the event would be one of the responsibilities of the district commodore with assistance from the protocol expert.

Fellowship is a very important element of a DTRAIN. The Auxiliary is composed of volunteers and the “paycheck” is award recognition and fellowship. The typical Friday fun night should be exactly that – fun! Involving division leadership in fun night and the hospitality suite provides the needed volunteers to put together a memorable and fun event. Manning the hospitality suite and setting its hours is best organized by division leadership where the available troops can sign up to operate the room and purchase the food and beverages. Start planning for fun night and the hospitality room well in advance. In addition, selecting the members to man the registration table at the DTRAIN should be part of division leadership responsibilities. They have the members to see that it gets accomplished properly.

Online registration of DTRAINs is a great way to provide proper accounting of which members sign up for what class, ordering of meals, and payment for all items required for the event. Some districts have been very successful with online registration. Apps that are time-tested are available to assist. If a district does not currently have online DTRAIN registration, consult with another district that does and request some assistance in sharing the information to help your DTRAIN be more organized. The district store is another area where credit card purchases are very helpful and allow more members to purchase items. This has proven to be a positive feature for added sales.

Training is a strong draw for members who do not have orders to attend the DTRAIN. The planning committee should consult the division and flotilla leadership and the members to determine which programs to put on at the DTRAIN in order to maximize attendance and provide needed training. Many districts are working with National Auxiliary to schedule C Schools at their DTRAIN. This is a very economical way to provide this type of training locally for the membership. Leadership training should be a part of every DTRAIN as it is a very important part of our training programs. Emphasis on flotilla commander academies, Auxiliary leadership and management courses, and other programs are important elements to a well-rounded event. Following the chain of leadership should be emphasized at every opportunity as this important element needs to be continuously emphasized in our organization.

Proper planning, a diverse and carefully selected conference team, and allowing adequate time to plan, are important elements to a successful DTRAIN event. Remember to keep good records of the planning activities to pass on to the future leadership of your district. ⚓



This 1967 recruitment poster is a classic depiction of the important roll that the Auxiliary performs daily. The original poster measures 12 by 19 inches. ⚓

Joseph Giannattasio Collection/USCG Auxiliary



The Auxiliary has been in southern New Jersey for 75 years, and the Coast Guard's lifesaving predecessor was there nearly a century before that. So it seems an appropriate time to look at the Auxiliary in the area around Cape May County, where the Coast Guard has its boot camp, an air station, four other stations and one of the nation's oldest Auxiliary bases.

# Cape May Flotilla Headquarters Turns 70 in Style

By Joseph Giannattasio, District 5NR Staff Officer;  
Cape May, New Jersey

**T**his year, Flotilla 82, Cape May, in Cape May, New Jersey, celebrated the 70th anniversary of their Yacht Avenue headquarters.

James Carey, the Flotilla's Commander, highlighted the historical events witnessed by the building's occupants. "The building is a national treasure first utilized in 1890 by the U.S. Lighthouse Establishment as a boathouse and waiting point for lightship personnel. The building served as a Coast Guard life boat station in 1939 when the Lighthouse Service was amalgamated with the Coast Guard. On September 1, 1947, the building was licensed to Coast Guard Auxiliary Flotilla 35, Cape May, which was the precursor of Flotilla 82, Cape May."

Since then, the flotilla's operational activities have aided thousands of recreational boaters in distress, and provided boating safety classes and vessel examinations for the community. In recent years, the Auxiliary's mission has expanded to include waterway safety and security watch missions. Carey noted, "Being fortunate enough to have the shack as a home for our flotilla for 70 years brings a connection between the past and present that allows the building to act as a member itself where Auxiliarists from the area have a place

to meet and train that started as a life saving station and still acts as one to train those who save lives"

John Burns, the flotilla's longest-serving member, also reflected on the building's history. "The building represents so many years of selfless volunteerism by so many Auxiliarists that one is immediately impressed by its austere simplicity but at the same time, its elegance."

"The Shack," as it is known by resident Auxiliary members, and its docks have been continually used for membership meetings, patrol boat dockage and mission staging, radio communications, training classes, and years of good fellowship. Burns, noted the significance of the iconic structure. "When people go on by in their boats, their kayaks or their paddleboards, they always glance up at this special Coast Guard Auxiliary building – not knowing its long history, but still getting the feeling of security, safety and friendliness that it projects."

In the August 1949 issue of the Auxiliary District's newsletter *Topside*, Flotilla 82's update included information concerning the acquisition of a unique piece

of new technology of the times.

"At the present time we are having a television set installed in the headquarters on Yacht Avenue, and if the gadget can be made to work satisfactorily, we are going to buy it." The Shack still has a television, as well as a computer, and audio video equipment for member training. "When I enter the building I feel enveloped by its history – the shack has its own character."

Using a vintage Coast Guard boathouse for Auxiliary functions is not only a rare privilege, but also a serious responsibility; the Flotilla is





Joseph Giannattasio/USCG Auxiliary

Tony Kupstas, Vice Flotilla Commander, updates the operations qualifications roster in the flotilla's headquarters.



Joseph Giannattasio/USCG Auxiliary

Angela Monaghan reviews the names of Flotilla 82's Past Flotilla Commanders.



Joseph Giannattasio/USCG Auxiliary

Tony Kupstas, the Vice Flotilla Commander, prepares the flotilla's headquarters before a meeting.

also tasked with routine maintenance and upkeep of the property. Keeping a 127-year-old building shipshape is a constant chore and sometimes a major endeavor. In 2002, the flotilla's members raised the funds necessary to replace the building's roof. And in 2006, when the shack's pilings and a support beam needed replacement, not only did the membership raise \$16,000, but they also stepped up to personally perform some needed structural renovations and painting.

Although the job of the new occupants is less demanding than the "Iron Men in Wooden Ships" who

first manned the boathouse in the 19th century, the members of Flotilla 82 receive great satisfaction showing honor, respect, and devotion to duty by protecting and maintaining an important piece of Coast Guard history. ⚓



Joseph Giannattasio/USCG Auxiliary

Angela Monaghan enjoying the view from the back deck of Flotilla 82's headquarters in Cape May, New Jersey.





Cutter-rigged sailboats on anti-submarine patrol in the Atlantic during World War II.

USCG Auxiliary Archive/East Carolina University

# New Jersey's Division 8 Sails On

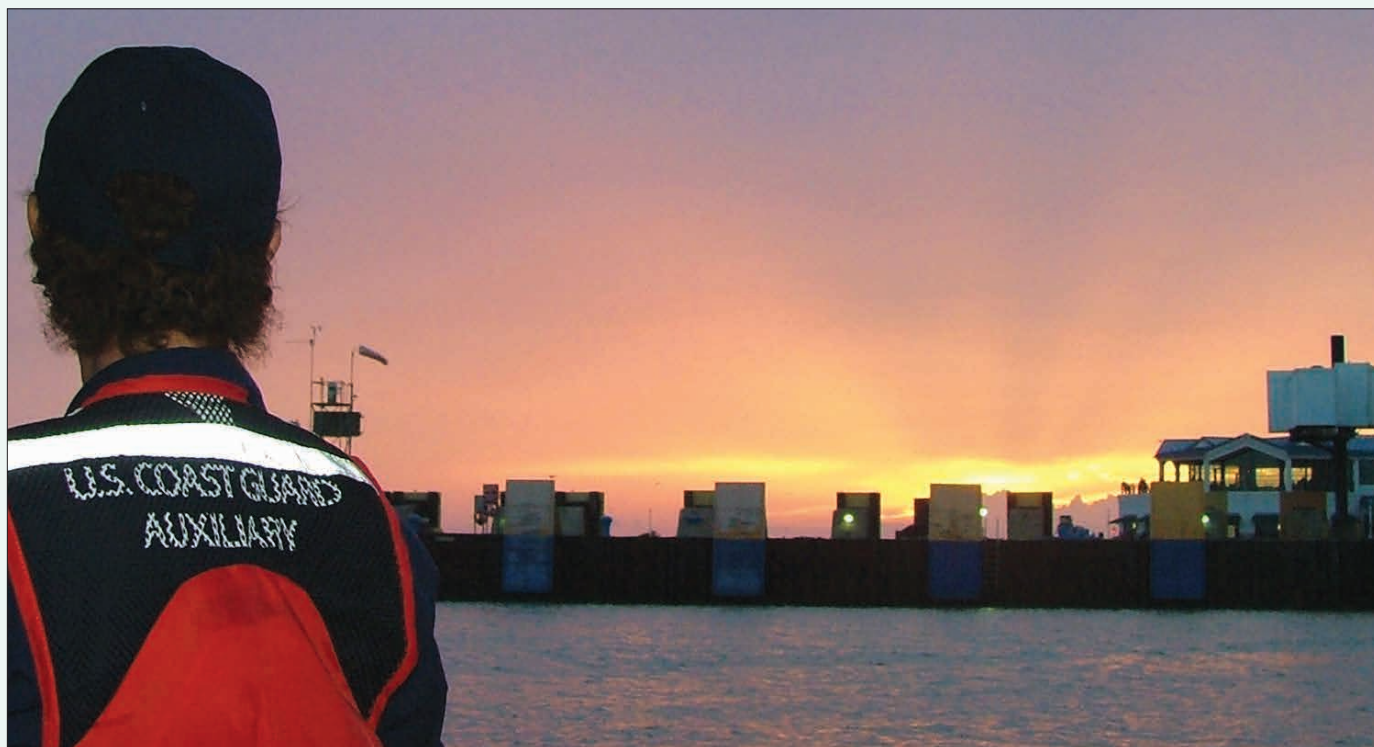
*By Joseph Giannattasio, National Branch Chief, Photography; Cape May, New Jersey*

**S**ince the Auxiliary's formation during the earliest days of World War II, this vigilant organization of uniformed volunteers has been committed to service to the Coast Guard and America. Established in 1939, as a way to augment the Coast Guard to protect

the nation's shorelines from invading German submarines, the Auxiliary has evolved into a force multiplier that serves the Coast Guard and the boating public — on the water, in the air, and on land.

In 1942, Coast Guard Auxiliary Division 8, initially designated

Division 3, was officially inducted and comprised southern New Jersey's coastal flotilla units between Atlantic City and Cape May. In 1943, the boundary was changed to include the Delaware Bay side of the southern peninsula. With the need for tremendous expansion of the Coast



Joseph Giannattasio/USCG Auxiliary

Brilliant rays of dusk paint the sky over the Lewes, Delaware, ferry terminal as Irene Mead and fellow crew members get underway for the 2013 Independence Day fireworks on Delaware Bay.

Guard during World War II, volunteer members answered the nation's call to service and sacrifice by undertaking critical wartime missions, most members were assigned to offshore patrols starting in May 1942. Known variously as "Picket Fleet," "Splinter Fleet," and "Corsair Fleet," they made an unconventional armada of extraordinary Americans responding to the U-boat threat in coastal waters during the beginning of the war.

Auxiliary sailing facilities were stationed from southern New Jersey as far north as Long Island, New York, where they operated under sail and conducted offshore listening and observation patrols.

As John A. Tilley said in his history of the Auxiliary, "Perhaps the Auxiliary's most important contribution to the war effort came in the form of the Volunteer Port Security Force." An executive order in February 1942 tasked the Auxiliary with many important war-related activities. Division 8's duties included patrolling the fishing docks in Cape May and Wildwood; ensuring that radios were sealed; checking food and

fuel loaded and expended, monitoring security duty at Coast Guard Radio at Atlantic City and several other Coast Guard units.

Auxiliarists were under orders to conduct 24-hour tower watches at Coast Guard stations. Division members performed security duty at the former Coast Guard Base in Gloucester City, New Jersey, which was used as an enemy interment center. Other duties included security patrols of the ship anchorages in the Delaware Bay. The training program for members at that time included signaling, first aid, and boat handling.

The newly formed Auxiliary Division's members were given a "baptism by fire" or, rather by storm when the Great Atlantic Hurricane struck the area on September 15, 1944. This hurricane was one of the most powerful to traverse the East Coast, battering South Jersey with 85 m.p.h. winds. Division members responded gallantly, logging in over 5,300 hours of assistance and security duty.

In 1944, as the Coast Guard was making plans for its postwar

operations and determining policy with respect to Auxiliary postwar functions, Division 8 pioneered a number of important Auxiliary events. On March 14, 1944, the unit was the first in its Coast Guard district to teach boating safety classes to the public. Within the district, 32 students completed the piloting and seamanship class taught by Auxiliary members. In 1947, it was the host of the district's first conference, then known as Rendezvous. In later years, the division coordinated many local dedications and memorial events.

In 1955, the Coast Guard originated a marine safety patrol for the area. It used two 83-foot cutters out of the West End Station, then located at the Delaware Bay entrance of the Cape May canal. The Coast Guard provided the cutters and the commanding officers, and the Division 8 Auxiliarists served as crew. The division also had a very active and highly innovative communications group. This team converted World War II surplus tank radios to operate on VHF channels. Members then built a trailer and installed radios,





Joseph Giannattasio/USCG Auxiliary

Crews of a Defender-class patrol boat, from Station Atlantic City, and an Auxiliary vessel exchange greetings near Ship Channel, New Jersey, near Atlantic City.

batteries and a generator, resulting in a completely self-contained mobile radio unit. This unit allowed them to participate in district-wide radio drills. There were performance trials of this equipment, at the Coast Guard's request, in ship-to-shore exercises. After installing a converted radio on the Auxiliary vessel Alma, division members conducted radio trials between an onshore mobile radio unit and the Alma, which was underway in Delaware Bay.

During the 1960s and '70s, division members expanded the Auxiliary's utilization by working directly with Coast Guard units. At Training Center Cape May, members were tasked as tour guides for the public and civic groups that visit the Coast Guard's only enlisted reception point and recruit training center. For nearly twenty years, Division 8 members have participated in the District 5NR's Auxiliary Helo Team that operates in coordination

with Station Atlantic City and Air Station Atlantic City. The Auxiliary coxswain and crew members are trained to operate on a Coast Guard 27-foot Utility Boat Light specifically designed for training. The Auxiliary crew assists the helicopter flight crews in their training with hoist lifts and litter-basket retrievals with rescue swimmers. Working in conjunction with Air Station Atlantic City, Auxiliary aviators from Division 8 volunteer their time and aircraft to participate in rotary wing air intercept drills to help improve Coast Guard helicopter response times and provide a moving target to sharpen flight interception techniques.

Beginning in 2000, Division 8 Auxiliarists augmented the instructor cadre at the training center by teaching classes in boat crew duties, seamanship, and personal finance.

As members of one of the nation's oldest Auxiliary units, the approximately 435 men and women of Division 8 still maintain the proud tradition of actively assisting the Coast Guard, including many missions never contemplated in 1942. This year Division 8 was awarded District 5NR's John R. Massman Award for Performance. Upon accepting the award, Division Commander Cris Gleason acknowledged Division 8's legacy, "This division and its members have a long and distinguished career serving its stakeholders – the public, the active duty side, and of course its members selflessly in the proud traditions exemplified thru Duty, Honor, and Respect."

For 75 years, the division's first priority has been supporting the Coast Guard and the recreational boating community. Division 8's members are proud of their heritage and celebrate their 75th anniversary with plans to continue and grow stronger every year fulfilling Coast Guard missions. ⚓



Joseph Giannattasio/USCG Auxiliary

Two Auxiliary vessels on patrol in Cape May Harbor, New Jersey.

# IT Group Safeguards Data

By Jan Robert Munroe, Assistant National Commodore for Information Technology; Wayne, Pennsylvania

**T**he Auxiliary's Information Technology group is organized into two closely linked directorates: The C Directorate, for computer systems and software; and the U Directorate, for user support and services.

Our Information Technology Group provides hands-on hardware and software support services at all levels of the organization. The average member encounters the Information Technology Group whenever they access our national and local web sites, the AuxDirectory, or the National Help Desk.

The C Directorate, with Patrick Malone as director and Amanda Constant as his deputy, is responsible for the design, development, production, and maintenance of underlying technologies and equipment, and solutions essential to advance Auxiliary duties and missions. To accomplish this, the C Directorate maintains divisions responsible for National Systems Support, information security, software engineering, IT operations and infrastructure, and

project management. Computer services officers are a vital resource for coping with the technology issues that members encounter.

The mission of the U Directorate, lead by director Susan Davies and deputy Bob Fritz, is to support the Auxiliary's technology needs. They provide support for information and communications services officers, including web sites at all levels of the Auxiliary. It also contains the Member Support Division, including the Auxiliary's National Help Desk, the User Integration Division, the my.CGAux.org web site, and two class "C" schools.

It is our information services officers who guide members in completing mission report forms for the entry of their hours and activities into the Auxiliary's information system of record, AUXDATA. The information entered into AUXDATA makes AUXINFO such a useful tool for measuring performance and creating goals.

AUXDATA is designed to meet the Auxiliary mission and service needs

as prioritized in the latest Auxiliary National Strategic Plan. All member missions and hours are recorded in AUXDATA, the Coast Guard's information system used to manage the Auxiliary. The vast majority of AUXDATA users are the nearly 800 Auxiliarists who serve as information services officers at every level.

The National Help Desk receives thousands of requests from our membership each year. Most often the requests involve technology issues, but also delve into many other facets of the Auxiliary. The only requirement for a non-technology query is that the member first try other available resources, including the appropriate chains of communication, before opening a ticket on the National Help Desk.

Although AUXDATA, AUXINFO and the Auxiliary Learning Management System are active-duty Coast Guard sites, they each benefit from the support of members of the Auxiliary's IT Group, who are instrumental in the successful operation of those sites. ⚓



Coast Guardsman assigned to Station Yankeetown and Auxiliary members from Crystal River, Florida, decorated a 29-foot small response boat for the 2016 Crystal River Christmas Parade of Lights. (Photo contest entry) ⚓

Robert A. Fabich Sr./USCG Auxiliary





Robert Simpson and his crew aided a paddler at the 2015 Chippewa Bay Paddle Poker Run on the St. Lawrence River in Hammond, New York.

Stephen Trenton/USCG Auxiliary

# Focus is on Paddle Craft in Upstate New York

By Gene Little, Branch Chief - Paddle Craft Safety Ashore; Ithaca, New York

**W**hen compared to traditional recreational boaters who must be familiar with a fair amount of regulations and requirements, the Paddle Craft Program targets participants in an on-water activity that is mostly unregulated, needs minimal equipment, and requires virtually no training. This leads to an audience that may be less than receptive to Auxiliary outreach, as they see no value in investing time and money to become more knowledgeable about paddling.

The Paddle Craft Program, known as AUXPAD, directly supports the Auxiliary's overarching goal to promote and improve recreation boating safety education.

The District 9ER approach to rolling out the Paddle Craft ~~Project~~ started with the determination of focus areas. While the greater

AUXPAD program allows for operations where Auxiliary members can conduct on-water patrols, District 9ER leadership determined that in 2017, we would concentrate on shore training only. The program's "Afloat on Water" patrols activities would be planned for the future.

The ashore initiative would be broken down into existing Auxiliary disciplines covered by flotilla and division staff officers in public education, vessel examination, program visitation and public affairs.

Compiling data to determine project needs and progress to flow up, as well as dissemination of training, support materials, etc., to flow down to the deck, would be coordinated by establishing AUXPAD coordinators at the division and flotilla levels of the organization.

A district-level committee was charged with planning, developing

and executing the AUXPAD, led by Glen Harman, ~~district captain for prevention~~; Auxiliarist Gene Little; and John "Chris" Henderson, Auxiliary Operations Training Officer. The committee's first action was to develop a project plan. Key actions were divided by discipline, identifying tasks and deadlines for milestones in support of the higher level goals in each discipline.

Although the functions and disciplines already existed within the Auxiliary organization, paddle craft are new territory for many Auxiliarists and this became evident very early in the planning. New materials had already been developed, thanks to Don Goff, the senior advisor for paddle craft safety, and our first challenge was to educate our existing veteran trainers and new candidates, to give them the skill sets necessary to establish credibility with paddle craft

operators. Public education was our first targeted area for roll-out.

Other challenges were quickly identified. As with any lesson plan, our first challenge was knowing our audience. We defined paddle craft owners as falling into two categories: entry level and skilled enthusiasts.

Entry level includes paddlers who have made a small investment in the basic equipment, who have typically low skills or boating experience, and often little or no swimming ability. This group is our target market.

Skilled paddle craft enthusiasts are either working on or have American Canoe Association accreditation. We have little to offer this group. But this group has been approached, so connections are established. This is the approach we have taken in District 9ER, and the payback has been significant in accomplishing our education goals.

The AUXPAD project rollout was in phases. Phase I was to introduce the training material at Fall District Training in September 2016. Phase II was internet-based “train the trainer” sessions that covered “A Paddler’s Guide to Safety” along with notes to educate future instructors. The instructors were subsequently charged with training other instructors within their own flotillas, with the ultimate goal being to get the material in front of the public. Trainers must be certified Auxiliary instructors, but they have the flexibility to bring in experts from paddling organizations, such as the American Canoe Association, to assist in training and bring additional credibility to their seminars.

We have tested the educational seminars at trade shows, boat shows and with vendors who supply safety equipment or rent kayaks. Another success has been meeting with canoe and kayak clubs that in the off-season are looking for a program to keep their members engaged.

The best results have come from educating with safety equipment on hand for demonstrations. For example, talking about various life

jacket designs is always a good opener and it gives us the opportunity to pitch finding a comfortable life jacket, so it will always be worn when on the water. Having a participant don a life jacket and make proper adjustments adds significantly to the educational experience.

Another example is using a hand-held bilge pump, which many people equate with a bicycle pump. However, several types of bilge pumps exhaust water when the handle is pulled rather than pushed. Having equipment on hand forces the focus away from the screen to where it should be – on the equipment. The slides are background material to ensure that we get the material discussed, but the hands-on experiences are when we actually educate.

The “Paddle Craft Vessel Safety Check” form is currently our examination guide, with six required areas – signaling device, life jacket, vessel condition, navigation lights, visual distress signals, and local requirements.

Vessel safety checks are a wonderful opportunity to stress additional education and recommendations for safety equipment. Typically, the required safety exam section is covered quickly and then becomes a gateway to discussions on related topics, such as the pros and cons of a cell phone versus a VHF marine radio. Other topics might include wearing bright colors, using paddle reflectors to increase visibility, filing float plans, and distress signals.

The goal is to emphasize the value of safety equipment. We engage students by using our own safety gear and sharing our own experiences. This establishes credibility and validates our recommendations.

Within District 9ER we recently brought this action on-line at the district training conference in March 2017. The focus is visiting paddle craft dealers, rental agencies, and big box or sporting goods retailers, leaving a variety of literature on paddle

sports, and offering opportunities to host educational seminars or information booths.

Program visitation concentrates on getting literature into the hands of the public, through the vendors that they visit to buy or rent paddle craft, or those that are buying safety gear. Our next objective has been making the public aware of training opportunities, including the American Canoe Association skills-development classes. In addition, we should be promoting movement beyond the minimal equipment required by state and federal laws toward additional safety gear that will save lives.

Getting literature into the Auxiliary National Stock System is a work in progress and there may be shortfalls in supplies.

Another channel for getting the word out about paddle craft safety is through the use of media. The intent of the ashore component of the AUXPAD program is to get the message out via any means that will assist us. We have had some success in getting short spots on the radio and are working on public service announcements and interviews through television. We continue to submit articles to local newspapers and community newsletters, but we may find that with the entry-level paddler, who are typically younger, our most effective path is social media. There is a wide array approved paddle sports video vignettes that can be easily shared from YouTube.

I am very much of the opinion that through all of us working together, by sharing “Best Practices” and what you might want to avoid, we all can advance this extremely important program. ⚓

*Contributing to this article were Glen W. Harman, chairman of the Paddle Craft Committee; Chief Warrant Officer John Henderson, member of the Paddle Craft Committee; Don Goff, Division Chief - Paddle Craft Safety; and Michael Kennedy, division commander, Syracuse, New York.*





The Auxiliary frequently produces creative works using only the talents of its members. This original signed poster artwork, executed by Auxiliarist William C. Hartman, is now in the archive at Joyner Library, East Carolina University, where it is being restored. Mr. Hartman was a retired Army Colonel and President of the W.C. Hartman Advertising Agency; he served on the Auxiliary's national staff and was active in flotillas in New York and Florida until he passed away in 2000. ⚓

# Wisconsin Flotillas Team With State in Classrooms

By Maureen Van Dinter & John F. Linder, Division Staff Officer, Public Education; Madison, Wisconsin

**P**ublic education is a cornerstone of the Auxiliary. It also is a major component of the Coast Guard's prevention program. Once highly sought after by the boating public, the advent of free online classes has redirected many interested boaters to those sites. With many states now mandating boating education for anyone handling a boat, it has proved difficult to easily meet the demand.

Many Auxiliary flotillas derived the majority of their earnings from the boating education classes. Now unable to compete with the free online classes these same flotillas have

significant difficulty sustaining their other programs with the loss of public education funding.

Flotilla 45-1 in Madison, Wisconsin, has been successful in soliciting members to attend one-day boating classes using the "About Boating Safely" booklet and resources. Students are solicited to attend these classes through sign-ups at the winter public affairs activities. Additional notices are placed in individual winter newsletters as well as safety-supportive local businesses, such as sports and boating stores. The notice includes contact information

as well as requirements of age, time and preparation.

Once the public education officer has been contacted by a parent or prospective student, pertinent information is collected and the fee is collected. The flotilla staff officer for public education sends the "About Boating Safely" book to the potential student. Our standard fee is \$40.00 for the day, which includes the cost of the book, snack foods, drinks, and lunch. If additional family members attend the class, and share the book, the cost is \$20.00 for the second and each additional person.



About Boating Safely classes, modified to meet local laws, are the cornerstone of Auxiliary public education.

USCG Auxiliary photo



Many of the locations for the classes are at marinas, boating stores or community rooms. When the classes are held in either a marina or a boating store, easy access to a boat contributes to the strength of the education.

About Boating Safely is team-taught by seven members of Flotilla 45-1 with additional support from members of flotillas 45-8 and 45-9. Each instructor has a chapter to teach, so that the students do not become bored by a single teacher and tune out the message. That also provides a variety of teaching techniques that challenge the students to focus. One vignette includes four children on a sinking boat and the need to find, size and dress themselves in life jackets before they become overwhelmed and drown. Many of the teaching staff have prior experience as professional educators and try to make sure that all students understand the basics of

safe boating. At times, terminology can become confusing and needs explanation. Flotilla 45-1 has taught more than 1,000 students over the past 10 years, with 53 percent more students from 2015 to 2016 and 93 percent more from 2006 to 2016.

Additionally, a Wisconsin Department of Natural Resources warden attends the class for a one-hour presentation of specific state requirements. An additional ten questions are added to the 50-question About Boating Safely test to comply with the state requirements. A Wisconsin Department of Natural Resources certification is issued by an Auxiliarist who is also a Department of Natural Resources instructor.

The benefits of a one-day class include easy commitment for students and parents, ability to provide pool of instructors at a convenient time, paced classroom

time to allow students adequate opportunity for snacks, rest room use and socialization, and finally, the joy of walking out with their own boating certificate and a feeling of success for having completed the class. One 12-year-old student was thrilled to obtain a higher score on the test than his father. Another student had been in special education classes for many years to supplement a reading problem, but after obtaining a score of 92% on her boating safety test she became so confident of her own skills that she moved into mainstream classes, graduated from high school with high grades and graduated from college with a four-year degree.

Those successes underscore the need for classroom education rather than rote Powerpoint presentations. The one-day class from 8 a.m. to 5 p.m. is beneficial to the students and boating safety. ⚓



USCG Auxiliary Archive/ East Carolina University

Auxiliarists responded in 1993 to Amtrak's deadliest train wreck, at Big Bayou Canot near Mobile, Alabama. The disaster was caused by a wayward barge and its tug hitting a railroad bridge moments before the eastbound Sunset Limited passed at 70 m.p.h.; 47 passengers and train crew were killed and 103 were injured. It remains America's worst train disaster since 1958. ⚓

# Small Boat Course for Port Law Enforcement

By Gus Formato, District 1SR Commodore; Wyckoff, New Jersey



USCG Auxiliary photo

Basic boating skills, such as tying knots, are part of the training for Port Authority of New York and New Jersey police officers.

**A** qualification examiner and several longtime surface operators have banded to teach police officers of the Port Authority of New York and New Jersey skills in small boat handling, charting, navigation rules, marlinespike seamanship, and much more.

The “Small Boat Course for Local Law Enforcement” is offered by members of District 1SR in the furtherance of the Port Authority’s mission to secure its facilities and respond to airborne emergencies on the waters around Queens, New York, near LaGuardia and John F. Kennedy airports, as well as Newark Bay and

Elizabeth, New Jersey, near Newark Liberty International Airport.

This instruction is overseen by our district staff officer for marine safety, David Porter, and his assistant, Joseph Heslin. Other instructor team members are Ralph Irizarry, Manfred Fuchs, Lorraine Bier, Rudy Bier and Gabriella Trumphy. The move seemed to be a perfect fit as it touched on waterways management and facilities, both of which fall under the Marine Safety Program. This realignment also built a direct line of communication and management that allowed for better reporting, accountability and acquisition of course materials.

The current class of port police officers consists of 20 students, each of whom was carefully vetted before being accepted into the program. The curriculum was structured to meet the needs of the Port Authority’s police mission. The course runs for four weeks, and during that time the students are instructed in charting, course plotting, dead reckoning, and calculating set and drift. In addition, they are instructed in aids to navigation recognition, weather, the theory of boat handling, federal law enforcement responsibilities, radio communications, and search and rescue. Students are also trained



in aquatic survival methods, how to enter a life raft, how to properly don a survival suit, how to huddle, and how to swim in uniform while wearing a life jacket. Additionally, students are provided with underway training in the handling of the Port Authority's two Moose M2-35 Catamaran patrol boats.

This course keeps the Port Authority's police department in compliance with the Federal Aviation Administration's requirement to secure their facilities and respond to aviation-related events on the water. Our incredibly diverse team of instructors include a broad range of ages, and men and women of many ethnic backgrounds. Together, they have years of experience as crew, coxswains, qualification examiners and instructors; several are rated for Auxiliary operations, which brings a wealth of maritime knowledge.

The instructors are all very well appreciated, and a few even receive standing ovations at the conclusion of their presentations.

The New Jersey State Police announced that they are reinstituting their Municipal Law Enforcement course for city and municipal police officers, whose commands enforce laws upon the state's waterways. With the announcement of the reinstitution of the course, our team has offered to support their effort through classroom instruction.

Flotillas of District 1SR have historically brought the About Boating Safely and Boating Skills and Seamanship courses to police departments, fire departments and rescue squads along the district's many rivers, lakes and navigable waterways. ⚓



Swimming in uniform is a skill best taught in a pool.

USCG Auxiliary photo



Actual maritime scenarios are discussed in class.

USCG Auxiliary photo



Learning the ropes is literally true; students learn how to safely tie up their 35-foot police boats.

USCG Auxiliary photo



Hands-on teachers help the Port Authority police learn safe boating skills.

USCG Auxiliary photo

# Virginia Flotilla Helps Save Sturgeon, an Ancient Mariner

By Anderson Braswell, Flotilla 59; Smithfield, Virginia

**T**he wind whipped the seagrass as three-foot waves washed fresh mounds of seafoam on the sandy shores lining the mouth of the Chesapeake Bay. The age-old dance between wind and sea was only interrupted by a single line of footprints marching down the beach.

A lone member of the Coast Guard Auxiliary patrolled down the lonely stretch, quietly scanning the horizon. He paused to adjust his parka, enjoying a brief reprieve from the last few 20-knot gusts of winter. Regaining his poise, he adjusted his gear bag and continued on in silence, scanning the horizon in 10 degree increments, just as he had been trained. As he approached a curve in the shoreline, his eyes instantly alerted to a large column of birds swirling in the air just over a rock jetty. “Got him!” he thought. “This one’s not getting away.”

Although this scene could have played out in 1942, when Auxiliarists sought Nazi spies landing from submarines, this was 2017. The target was the 7-foot 5-inch, 250-pound carcass of an *Acipenser oxyrinchus*

*oxyrinchus*. Commonly known as an Atlantic sturgeon, these fish grow up to 15 feet and can weigh more than 800 pounds. It’s clear upon seeing one that they fully embrace their role as the last of the dinosaurs, resembling a stegosaurus with fins.

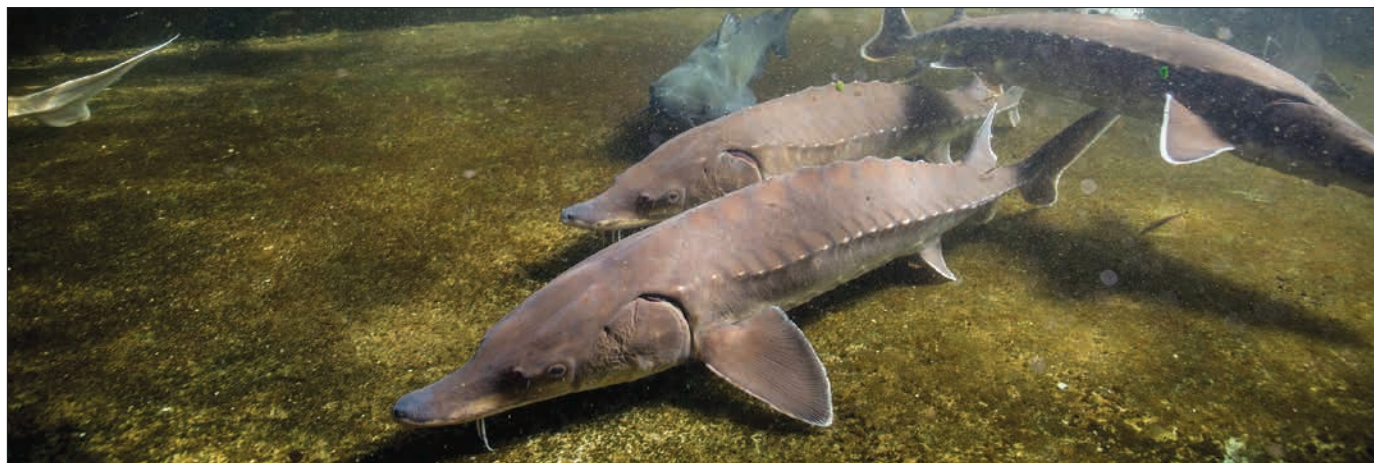
Each year, these dinosaurs leave the ocean and migrate into freshwater to spawn. As with many species, habitat loss in freshwater estuaries has pushed the sturgeon further to the brink, eventually falling under the protection of the Endangered Species Act. Located in southeastern Virginia, the lower James River may be the Alamo for this historically important species.

The lower James River in Virginia was colonized in 1607 when John Rolfe and John Smith founded Jamestown, the first successful English colony in the new world. Shortly after settling the colony, John Smith wrote, “We had more sturgeon than could be devoured by dog and man.” Sturgeon served as a critical element of the colonial economy, valued for its meat, skin and roe, and even sustained the colonists during the starving

times of 1609-1610. It is now the sturgeon that needs to be sustained, in the very shadow of Jamestown and by some of the descendants of those same colonists.

Enter Auxiliary Flotilla 59. Some 410 years after the Susan Constant, Discovery and the Godspeed first dropped anchor, these same waters are churned up by 25-foot powerboats manned by Auxiliarists seeking a way to give back. The flotilla has partnered with Virginia Commonwealth University and Dr. Matthew Balazik of the Atlantic Sturgeon Recovery Program to study one of the last remaining Atlantic sturgeon populations. While Dr. Balazik and his team specialize in implanting radio tags, tracking the fish, and performing data analysis, the members of Flotilla 59 have enlisted as the team’s “crime scene investigators.”

As the local boots on the ground, Flotilla 59 members offer a quick response force to the team. When a dead sturgeon is reported, NOAA is notified (a recovery permit is required) and a trained flotilla



Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*)

U.S. Fish and Wildlife Service



member deploys. Upon arrival, a series of photos are taken showing the state the carcass was found in, the surroundings, and details of any wounds. Measurements are recorded, and the body is scanned for implanted ID tags. Each unique tag is used to not only track the fish, but provide a ping anytime the fish passes a monitoring station. These stations are deployed throughout Chesapeake Bay and the James River.

For the more daring members, a necropsy is performed. This step is critical to ongoing research and conservation efforts, as the internal assessment determines whether females were killed before they released their eggs. Finally, the investigator removes a spine from one of the lateral fins of the carcass and sends it to the lab at Virginia Commonwealth for DNA analysis and a determination of the fish's age.

The data gathered by the team is used to determine migration patterns, population levels, effects of diseases and status of the sturgeon population. Using this data, Dr. Balazik overturned a 400-year old assumption

that Atlantic sturgeon only spawn in the spring; not only was it discovered that the fish migrate into the area during the fall for a second spawn, but the fall visitors are an entirely separate genetic population.

Plentiful in the Chesapeake Bay for centuries, Atlantic sturgeon's economic value was rediscovered in the 1880s as a cheap alternative to its larger Russian cousin, the Beluga sturgeon. Within 10 years, the Chesapeake sturgeon was decimated. During the switch from sails to steam, these slow-moving fish fell victim to propeller strikes, which remain as one of the most common killers of Atlantic sturgeon. Finally, the introduction of blue catfish to the James River in the 1970s may have signaled the death knell for the sturgeon. Topping the local scales at 98 pounds, these voracious catfish will devour anything they can fit into their cavernous mouths – including juvenile sturgeon.

The Atlantic Sturgeon Recovery Program may be helping the sturgeon make a comeback, however. The data gathered by the team is shared with

NOAA and other partners when planning local waterway management, especially related to commercial maritime traffic.

Most importantly, ideal spawning habitats have been identified and artificial reefs have been constructed specifically for the sturgeon. In the Sea Partners program, Auxiliaries working in public affairs and public education have emphasized the blue catfish as an invasive species. (The James River is the premier destination for anglers seeking world-record blue catfish.)

Pooling resources from Virginia Commonwealth, NOAA, the Virginia Aquarium & Marine Science Center, William & Mary's Virginia Institute of Marine Science, and the Auxiliary, the Atlantic sturgeon restoration team may be able to turn the tide and save these fish during their time of need, returning the favor 410 years later.

*For more information on the Atlantic Sturgeon project, see [www.ricerivers.vcu.edu/research/atlantic-sturgeon-restoration/](http://www.ricerivers.vcu.edu/research/atlantic-sturgeon-restoration/) or [www.facebook.com/JamesRiverSturgeon/](https://www.facebook.com/JamesRiverSturgeon/). ⚓*



In summer 1979, three Auxiliary boats tied up with the 95-foot cutter Cape Jellison, which was based at Seward, Alaska. Today, Cape Jellison serves as the Sea Scout Ship Challenger, based in California. ⚓

USCG Auxiliary Archive/East Carolina University



Rear Admiral June Ryan in front of the cutter Neah Bay.

PAC Lauren Jorgensen/USCG

## Rear Admiral June Ryan Q&A

By Ken Stroebel, Flotilla 76; Fairport Harbor, Ohio

**I**magine growing up in the Midwest, sailing a small boat on a river, and wondering what the future holds. An admiral's flag, it turns out.

After 35 years of rising through the ranks, Rear Admiral June E. Ryan, recently retired Commander of the District 9, doesn't need to imagine. On the way to achieving flag rank she not incidentally learned a few things about boaters, boats, and leadership. After all that service, what did she plan for her retirement? Why not join the Auxiliary and continue to promote safe boating on the Great Lakes?

This is exactly what Rear Admiral Ryan chose to do, joining the Auxiliary before retiring in August 2017; even retiring admirals start in AP status and

have to wait for the paperwork to be approved. In this interview at District 9's headquarters in Cleveland shortly before her retirement, Rear Admiral Ryan shares her insights on a broad range of safety and leadership matters related to the Great Lakes region and the Auxiliary.

Rear Admiral Ryan was the senior Coast Guard commander for the Great Lakes and the Saint Lawrence Seaway, which includes 1,500 miles of Canadian border. She assumed command in June 2015 and led 6,000 Coast Guard active duty, Reserve, civilian and Auxiliary members serving at 77 subordinate units and at district headquarters. Upon promotion to Rear Admiral, she became the first women to ascend from the Coast

Guard enlisted ranks to flag officer. She also served as a military aide to the president, only the third woman to do so.

**Q:** I understand that you grew up as a mid-westerner, and then attended an Ohio college. How does that lead to joining the Coast Guard?

**Rear Admiral Ryan:** I grew up in Iowa and learned to sail on the Mississippi River with my dad. My dad worked for a company that moved us back and forth between Iowa and Pittsburgh, Pennsylvania. My brother attended the University of Notre Dame, and while he was there he competed against Bowling Green State University. My brother told me I would love Bowling Green



and so I went to visit and loved their new sports facility and decided to go to school there. While I was there I enrolled in the Army ROTC program and did the whole four-year program, but didn't sign a contract. Instead I continued to monitor the classes during my junior and senior years when I should have signed a contract, and that got me interested in the military.

I saw a Coast Guard commercial when I was in high school in Pittsburgh, and so after being in ROTC I enlisted in the Coast Guard Reserves after my sophomore year and drilled at stations Toledo and Marblehead nearby. I advanced to boatswain's mate third class while in the Reserves and when I graduated college, I applied for Officer Candidate School. It took me three tries to be accepted to OCS, so I tell people that trying for OCS is a marathon, not a sprint. I actually went to OCS with a person who applied nine times before being picked up.

**Q:** What was your first assignment after graduation from Officer Candidate School?

**Rear Admiral Ryan:** I served as the deck watch officer aboard the cutter Gallatin, out of Governors Island in New York, a ship that was charged with multiple missions including interdicting drug traffickers in the Atlantic, Caribbean and off the coast of central and South America. A part of our mission was also interdiction of immigrants who tried to come to this country illegally by boat. That was actually the hardest part of the mission. I also served as commanding officer of the cutter Cape Morgan out of Portland, Maine, where we saved a lot of fisherman. I first came to Cleveland in the early 1990s when I was in command of the cutter Neah Bay.

**Q:** During your change of command ceremony with Vice Admiral Fred Midgette, you made several references to the three tenets that would guide your leadership of the 9th District.

These were: honor the member, honor the mariner and honor the memory. Have these always been part of your guiding ideals and can you expand on these?

**Rear Admiral Ryan:** Those tenets were part of my recent Memorial Day message where I asked my staff to take to pause to Honor the Member, Honor the Mariner, and Honor the Memory. First, Honor the Member. As we close out the successful 2017 Aids to Navigation Spring Restore Operation, and increase our underway hours, take a moment to honor your shipmates.

Take a moment to acknowledge the talents each member of your duty sections, work teams, or offices bring to the unit. Honor the Mariner. As you go about your daily routines, I ask you to Honor the Mariner by catching them doing something right. If you see a professional mariner doing all the right things or if you see a recreational boater taking extra safety precautions, make a note of it. Take the opportunity to engage with the mariner, and thank them for going the extra mile to be safe on the water. Honor the Memory. Dedicate some time over the next weeks to Honor the Memory of Coast Guard heroes in your area. The Great Lakes is rich in Coast Guard history. Many of our current Fast Response Cutters are named for Coast Guard heroes, and several of those members are from the Great Lakes.

**Q:** I was impressed that when you recently promoted an officer, you had all the officers present recite their original oath of office. What does that oath mean to you and why is it important to remind officers about their oath?

**Rear Admiral Ryan:** I would like to take credit for that but it was somebody else that I observed do that and I just like it as a reminder. As officers, we only take the oath once while enlisted folks take it each time they re-enlist. Regardless of where any United States military member

hails from, our start in the armed forces is the same and our oath is the same. In fact, it is the same oath that was taken by our first president, General George Washington, in New York City, to become our first President, although President Washington added "So help me God."

As Secretary Kelly, the Secretary of Homeland Security and former four-star general in the Marine Corps often says, our oath is unlike other oaths around the world. In China, for example, they swear an oath to a party, the Communist Party. In Britain, military members swear and allegiance to [a person] her Majesty the Queen, while in France they swear an oath to the people of France. All of us who take the oath in the U.S. armed forces swear an oath to support and defend the Constitution of the United States – a piece of paper. In reality, it is the American ideals that we swear to uphold. It keeps everybody grounded as to what we're here to do.

**Q:** You recently were sworn into the Auxiliary and became a member of Flotilla 7-16 in Cleveland, Ohio. What do you see as your future role in the Auxiliary and why did you become a member?

**Rear Admiral Ryan:** I hope people will see me joining the Auxiliary as an example and take some of the mystique out about who the Auxiliary are. Everyone asks what do I want to do in retirement and the answer is give back. And the one organization that has been persistent in my heart since I was a lieutenant junior grade is the Auxiliary and what they do. I may become a food services person, since I've had a lot of cooking done for me while here in Cleveland, Ohio, or possibly I could do some training about uniforms. I could certainly help new members with filling out the forms to join the Auxiliary, since I know all about government forms and bureaucracy.

Another thing I'd like to see go nationwide is the idea of catch a boater doing something right.



Boatswains Mate 1st Class Alphonso Estades, USCG Station Fairport

Rear Admiral June Ryan meets with Flotilla 76 members Ron Baker, Roger Kish, Flotilla Commander Ric Smith and Jeff Eakin to review the recently unveiled Auxiliary Flotilla Commander plaque at Station Fairport.

Maybe we could hand out a t-shirt or a challenge coin when we see them doing the right thing, rather than simply talking to them when something is wrong.

Another idea to promote water safety and safe boating is maybe we could do something like the National Parks do with kids working to complete a ranger badge. My daughter did the ranger badge as we were moving around the country and maybe something like this could be done at a station. Kids would have to do some tasks or learn something about the Coast Guard or water safety while they were at a station or event.

**Q:** You made paddle sports one of your initiatives. What do you see the Coast Guard's role going forward for paddle sports, especially the role of the Auxiliary?

**Rear Admiral Ryan:** Paddle sport incidents have been a growing concern for the Coast Guard and we have seen a 100 to 200 percent fatality increase for the Great Lakes area alone. The challenge is twofold: The Coast Guard doesn't know

whether the lost kayak that washes ashore was occupied and therefore we have to treat the case that someone may be in the water. I would like to see the "If Lost" sticker program and want to see that every paddle sports equipment has this important information. Without a name or number it becomes challenging to track the people down and we always assume that we have to launch an asset in that situation.

The Commandant is trying to work with manufacturers to see if they can change the molds so that name and address information can be written down in addition using the Lost sticker. I think that the Auxiliary can help by spreading the word about what safety gear should be on board. People often go out not realizing what the water conditions and temperatures may be and a lack of gear for the conditions. Paddle sport users by nature seem to be lone wolf operators who can launch anywhere. If we can get the word out about what safety gear they need, that makes a difference.

Should we mandate lifejackets? Well they did for jet skis and it seems to be working. Could you do something similar for paddle sports? I think a lot of lives could be saved. The Coast Guard has instructed active duty to go out and talk to users more and have more of a safety dialogue.

One of the potential areas I would like to see Auxiliary members do is help some of the younger members of the Coast Guard. A new Coast Guard member may have found themselves working at a Subway just a few months ago, and we put a lot of responsibility on that person when they join and essentially ask them to think ahead with their future. Sometimes, having somebody else lay out the potential choices or risks can be a great value to them. Auxiliarists have those life experiences.

**Q:** How the Auxiliary can make themselves a better resource to the Coast Guard, especially younger officers?

**Rear Admiral Ryan:** Sometimes people in the Coast Guard get used to seeing something on a uniform and



don't look past what's on your shirt. We can't get beyond the Auxiliary shirt to understand what the person did before they joined the Auxiliary. Many active duty don't realize that an Auxiliarist may be the U.S. Attorney in this state or a doctor who has practiced medicine for 45 years. Once you get the Auxiliary stories, you can't help but be impressed.

**Q:** When your past chief of staff, Captain [John] Little, retired, he said the first things he wanted to do was spend more time with his family and do some fishing. As you approach retirement, have you developed your own bucket list and what are several of the things you want to do first?

**Rear Admiral Ryan:** We bought a fixer-upper house here in Cleveland and we need to do some painting and have been taking down tile and walls down to studs, so there is a lot that we need to fix up. I'm hoping to give back to the schools and I hope to be a motivational speaker, specifically as it relates to helping young girls and women with confidence and self-esteem. So I don't know that looks like yet but it might be just in one school or it might be a program that goes from school to school to school. Of course I also want to work within the Auxiliary.

**Q:** While stationed here in the Great Lakes you and your staff have

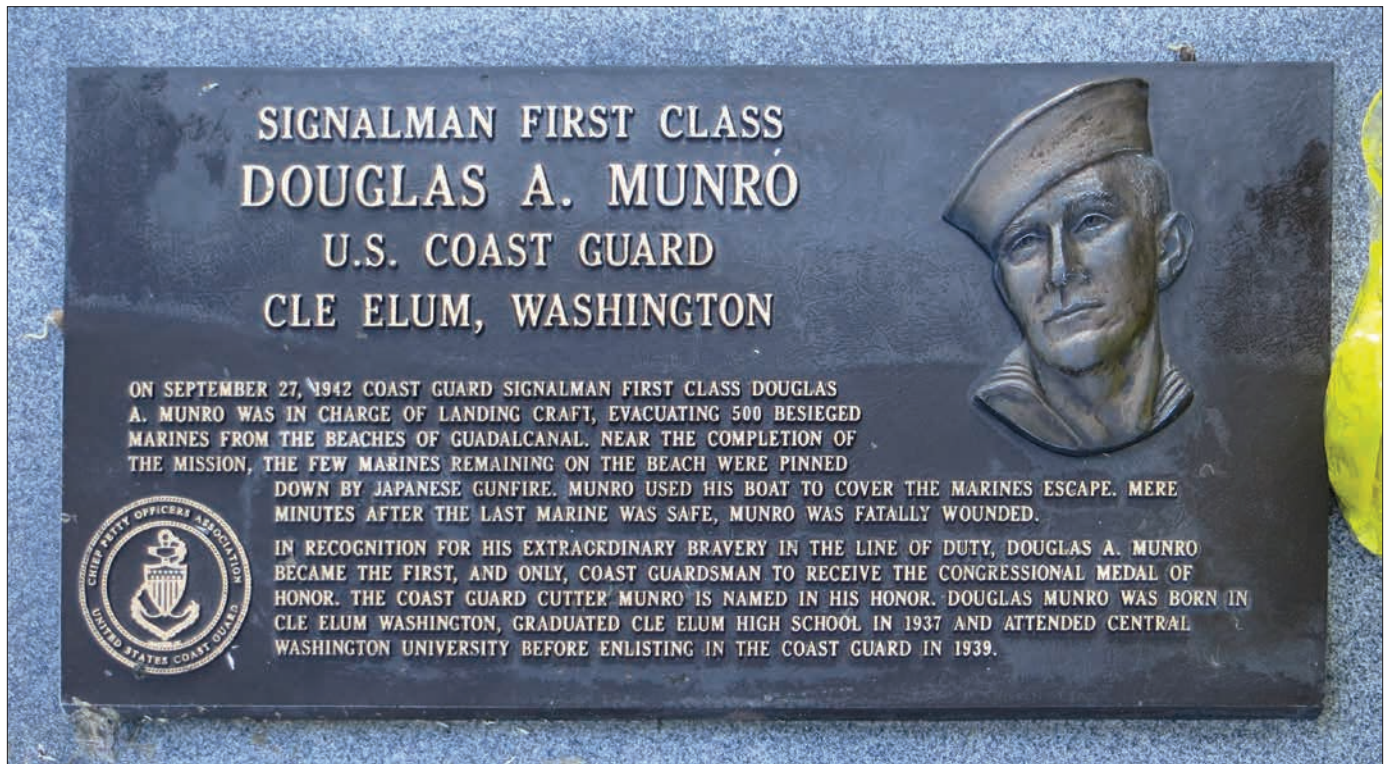
overseen several thousand members of the Auxiliary. What would you like to say to them as you rejoin civilian life?

**Rear Admiral Ryan:** My favorite line is something that George Martinez [a former District 9 director of Auxiliary] actually put in a couple of the change of watch speeches that I will always associate with the Auxiliary, and it's absolutely true. It is a quote from [Brig. Gen.] Doolittle: There's nothing like the heart of a volunteer; so that is what speaks to me about what an Auxiliarist is all about. ⚓



Safe Boating Week proclamations are almost as old as the Auxiliary, but they still raise public awareness of both the Auxiliary's mission and state boating laws. In 1964, Gov. Mark O. Hatfield of Oregon signed a proclamation with representatives of the Auxiliary, U.S. Power Squadron and State Marine Board. ⚓

USCG Auxiliary Archive/East Carolina University



Petty Officer Douglas Munro memorial at Laurel Hill Cemetery, Cle Elum, Washington.

## Seattle Auxiliarists Help Launch Hero's Namesake

By Kathleen Goodwin, Commodore, District 13; Coeur d'Alene, Idaho

**S**eventeen Auxiliarists from District 13 were given the honor of augmenting Coast Guard active duty and Reserve components manning crucial positions during the commissioning ceremony for the Legend-class cutter Munro in Seattle on April 1, 2017.

Auxiliarists served as usher and cutter tour pier attendants, ticket takers, entryway directors and coat check attendants.

Leading the commissioning ceremony were Secretary of Homeland Security John F. Kelly and Admiral Paul Zukunft, Commandant of the Coast Guard.

Signalman First Class Douglas A. Munro, the only Coast Guardsman to be awarded the Medal of Honor, led a daring evacuation of Marines trapped by enemy forces at Point Cruz on

Guadalcanal during World War II. Munro was killed by a Japanese shore machine gun as his small Coast Guard-manned landing craft withdrew with a group of Marines who they had just rescued.

At the conclusion of the ceremony, Ms. Julie Sheehan, ship's sponsor and Petty Officer Munro's great-niece, presented commemorative challenge coins to all who participated in the event.



The Legend-class cutter Munro moored in Seattle on commissioning day in April 2017.



Kelli Rader/USCG Auxiliary



Kathleen Goodwin of Coeur d'Alene, Idaho, manning the boarding ramp to the cutter Munro.

"We found it rewarding to work with the gold side in this once-in-a-lifetime event," said Terrie Kremer, an Auxiliarist from Flotilla 87. "We were included in the briefings before and after the ceremony, participated in the rehearsal, and saw first-hand the effectiveness of this smooth-running group of men and women. They willingly accepted us as part of their team and counted on us to do our given jobs. Thank you for this opportunity!"

This occasion presented a rare chance to participate in the commissioning of the newest 418-foot national security cutter and to represent the Auxiliary in the finest traditions of the Coast Guard. The cutter Munro, as well as all of our dedicated District 13 Auxiliarists, will continue to provide strength, endurance and service to our nation. ⚓



USCG Auxiliary Archive/East Carolina University

It's not often that a rescue conducted exclusively by Auxiliarists is captured on film, but in 1974 two California men were photographed being saved four hours after their 18-foot sailboat capsized on the Salton Sea. Both suffered from exposure but were otherwise unhurt. ⚓

# Exploring the Pacific Area and Mission Support

*By Fred Gates, Deputy National Commodore, Pacific Area and Mission Support; Oceanside, California*

**T**he Auxiliary's Pacific Area can be summed up in one word: diverse.

From the icy waters off Point Barrow, Alaska, 5,568 miles south to the tropical waters of American Samoa, and from Saipan in the west 6,020 miles east to Montana's eastern border, the Pacific Area encompasses just about every kind of geography; water of all kinds, mountains and deserts, tropical islands and frozen landscapes, dense cities and forests.

Whether from Oregon or Alaska, Idaho or Nevada, Hawaii or Washington, Arizona or Montana, Utah or California, the nearly 5,000 members of the Pacific Area Auxiliary serve with dedication in districts 11NR, 11SR, 13, 14 and 17.

Answering the call to make recreational boating safety job one, Pacific Area Auxiliarists are stressing paddle craft safety in public education along with their legacy mission of providing free vessel checks and supplying dealers with water safety literature. Beside their recreational boating safety mission, they maintain traditional operational and support missions.

Augmenting on cutters as food specialists, patrolling with Auxiliary surface and air units, acting as recruiters or working in medical clinics, interpreters for the Coast Guard and other branches of the Defense Department, prosecuting search and rescue missions or maintaining environmental initiatives, Pacific Area Auxiliarists are highly

trained to do the missions assigned.

Three of the Deputy National Commodores have staff responsibilities as well as geographical responsibilities. The National Commodore has assigned mission support, a national staff element, oversight to the Pacific Area Deputy National Commodore.

Auxiliary members on the national and district staffs in Mission Support work in direct support of the human capital element of the Auxiliary and Coast Guard strategic plans in the areas of human resources, public affairs and training.

The bulk of these initiatives devolve on the Human Resources Directorate. In response to the Coast Guard's direction, they are ramping up to expand the existing programs including food services, Coast Guard recruiting, health services, Academy Introduction Mission and ombudsman programs. Adding to those existing programs, the Human Resources Directorate will add two new initiatives, clergy support and the Coast Guard Museum.

The Public Affairs Directorate is updating their communication tools, stressing social media while maintaining traditional services. They have re-created the Auxiliary's online magazine, Navigator Express, to showcase and promote



Daren Lewis/USCG Auxiliary

Ken Babick and Paul Ploeger aboard the Auxiliary boat Defiant, patrolling the Columbia River near Portland, Oregon.

Auxiliary members, their missions and programs.

The Training Directorate is central to everything the Auxiliary does, from specific skills to implementing new leadership courses. The vision statement of the Auxiliary states, in part, "... the best trained, most valued maritime volunteer organization in the world." The Auxiliary mission statement says, in part, "To provide a diverse array of specialized skills, trained crews and capable facilities."

In an ever changing – and challenging – environment, the Auxiliarists of the Pacific Area and Mission Support exemplify the guiding principles of the Commandant's Direction: "Answering the call to duty in performance of its missions; Service to Nation, Duty to People and Commitment to Excellence." ⚓



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Carlos Tacoronte/USCG Auxiliary

After Puerto Rico sustained catastrophic hits by hurricanes Irma and Maria, Auxiliarist Angel Rivera (shown here) and Auxiliarist Carlos Tacoronte of Flotilla 11 conducted Auxiliary port security patrols in support of the naval hospital ship Comfort at Old San Juan.