

MAINSTREAM

VOL XXX No. 2

U.S. Coast Guard Auxiliary 9CR

Summer 2010

In this Issue

2010....So Far, So Great!	3
Paddlesports	7
New Flotilla-New Members	8
I Like Tools	9
Magic Words	11
Marine Safety Updates	13
Chain of Leadership	14
Polution & Our Waterway	18
Showing the Flag	19
CG Awards at Conference	20
Auxiliary Awards	21
Have things Changed	24
Crew & Coxswain Quals	24
Admiral Robert Papp	25
Rear Adm. Michael Parks	26
Update ICS/IS Courses	27
Lake Erie Tides?	28
Important Dates	29
District Staff	29



Auxiliary Launches New Flotilla in Upper Michigan

By Douglas Colwell, ADSO-PA, VFC 22-06



Commander Karl Willis and Commodore Jerri Smith administer the swearing in of the new Manistee Auxiliary Flotilla Commander Allen Grimm and Vice Flotilla Commander Laurel Jasmin at the Manistique Chartering Ceremony on Saturday 5 June in Manistique, Michigan at the Comfort Inn. (Photo Douglas Colwell)

Celebrating the launch of United States Coast Guard Auxiliary Manistique Flotilla 25-05, the first new Flotilla within the Ninth District in over five years, U.S. Coast Guard Commander Karl Willis, Director of Auxiliary Ninth District Cleveland and Auxiliary Commodore Jerri Smith, Ninth District Central Region, both spoke of the key role that Auxiliary members have played since 1941. Since then, tens-of-thousands of men and women of the U.S. Coast Guard Auxiliary (the Auxiliary) have spent millions of volunteer hours helping the U.S. Coast Guard (the Coast Guard) carry out its missions. The Manistique Flotilla will join the other 134 Flotillas within the 9th Coast Guard District. This District stretches over eight states, 35 divisions and includes more than 3230 Auxiliarists.

Continued on Page 2

New Flotilla

Continued from page 1

This Flotilla's key strategic location on Lake Michigan's northern shore will fill a critical gap in response time for possible water rescues, supporting the Coast Guard's ability to enhance its rescue efforts when called upon to do so.

Commander Willis also cited the incredible effort put forth by Auxiliary Division Commander Dora Jasinski, D9W, and presented a citation for her having contributed well over 1,000 hours to bring to fruition the Chartering Ceremony of the Manistique Flotilla. Her contribution has greatly enhanced the ability for both Flotilla Commander Allen Grimm and Vice Flotilla Commander Laurel Jasmin to launch their Flotilla's critical mission, the support of United States Coast Guard Sector Sault Sainte Marie, Guardians of the Northern Lakes.



Photo by Robert Shafer

District Commodore Jerri Smith congratulates the new members of Flotilla 25-05

many Coast Guard missions. He explained how the creation of the Manistique Flotilla will most likely remove some of the strain placed on the other Flotillas, including Sault Ste. Marie, where he is in command, for possible water rescue events. He further stated that the men and the women of the Auxiliary may volunteer in many ways, especially in support with the monumental oil spill relief currently under the command of Coast Guard Admiral Thad Allen, in New Orleans. Other significant support missions in the past where Auxiliary members have unselfishly volunteered their time have been with Hurricane Katrina and the recent earthquake relief for the Dominican Republic.

The weekend activities in Manistique served as the initial training mission for the Manistique Flotilla's members to qualify for "Boat Crew" missions, possible water search and rescue operations, as well as future training as the Flotilla grows. Flotilla members will be able to receive additional training to participate in on-the-water boating patrols (assisting boaters where needed), training to be instructors of boating courses, IT support and other opportunities. This Flotilla will also be providing all-important basic boating classes in the near future.

The Chartering Ceremony occurred on Saturday, June 5 at the Comfort Inn, Manistique Michigan, where the initial 19 Flotilla members were sworn in by Commander Willis, Commodore Smith and Captain Mark Huebschman, Commanding Officer of USCG Sector Sault Sainte Marie. CAPT Huebschman also offered his words of praise and encouragement for the new Flotilla members providing insight as to how they may volunteer their time in support of the



Photo by Robert Shafer

2010...SO FAR, SO GREAT!

By: **COMO Jerri A. Smith**

No, not just “good.” GREAT. Wow. The first five months of 2010 have been jam-packed with exciting events and I don’t see things slowing down at all. In fact, as the summer months quickly approach, I see us only busier, more involved, and more dedicated to our missions in the Coast Guard Auxiliary. Let’s take a little look at some recent past events, and a few down the road a bit...



As I’m still working full time, (but, not much longer if our lawmakers in Lansing step up and pass an early-out for state employees), I don’t often get to visit division meetings. But, recently, I was able to head up to

...this was indeed the most interesting meeting place EVER



Cheboygan for the Division 26 meeting. And, as far as I can remember in my Auxiliary career, this was indeed the most interesting meeting place EVER.

The meeting occurred on the mess deck of the new Coast Guard Cutter Mackinaw! Dora Jasinski, DCDR 26, made the arrangements for the meet-

ing, lunch on board, and a ship tour. As you know, the “old” Mackinaw was decommissioned in June of 2006 and now serves as a beautiful and historic maritime museum in Mackinaw City. The new

“Mack” is a lean-mean buoy-tending and ice-breaking machine!

In addition to heavy icebreaking, the new USCGC MACKINAW (WLB-30) has state of the art systems and multi-mission capabilities that include; servicing buoys, search & rescue, law enforcement, and the ability to deploy an oil skimming system to respond to oil spill situations.

Division 26 members get a tour of the Mackinaw bridge



continued from page 3

Changes of Command

Within two weeks, a new District Commander and a new Sector Commander came on board in the 9th District. Rear Admiral Michael N. Parks assumed the duties as Commander, Ninth Coast Guard District on 26 April, after serving as Deputy Director of Operations for Headquarters, United States Northern Command. RDML Parks is familiar with our District, however, having previously been assigned as the Chief of Response and the Chief of Staff at the 9th Coast Guard District in Cleveland, Ohio.

Captain Jeffrey E. Ogden assumed the duties as Commander, U.S. Coast Guard Sector Detroit, on 14 May. CAPT Ogden is no stranger to the 9th Central Region either; he was assigned as Operations Officer at CG AIRSTA Traverse City in 1999. In 2004, he became the Commanding Officer of CG Air Station Detroit.

Unfortunately, we say “good bye” to Rear Admiral Peter Neffenger, who assumes the duties of Director, Enterprise Strategy, Management and Doctrine at Coast Guard Headquarters in Washington, DC. (It’s nice to see a fellow CMU Chippewa do well!) We also bid a fond farewell to former Sector Detroit Commander CAPT Fred Midgette, but he won’t be going too far away....he’s assuming the duties of Chief of Staff to RDML Parks in Cleveland! Small world, huh?



RDML Parks and CAPT Midgette during reading of the CAPT’s award.

Manistique Chartering

And, speaking of “in with the new,” a brand new flotilla will be chartered in Manistique, MI, by the time you read this. It’ll be the only new flotilla in the 9th Central Region in the past several years. They’re starting with 19 new members, led by newly-elected flotilla commander, Allen Grimm, and flotilla vice commander, Laurel Jasmin. Division 26 is hosting a “boat days” operational training session that weekend to get the new flotilla up and running, and to begin their shoreside and underway training in the operations program. Welcome aboard, Manistique 26-5! We’ll be expecting great things from you!

Summer Operations Safety

Speaking of operations, this will serve as a friendly reminder to please be especially careful when you knocking off the cobwebs on your underway skills this spring. Here in Michigan, we have the misfortune of having our water harden on us for six months every winter. While the water is hard, our soft-water skills get pushed aside for other duties, like snow-shoveling. And, as they say, “If you don’t use ‘em, you lose ‘em.” Please be cognizant of all the skills it takes to be fully capable on the water. Review all of the TCT competencies; brush up on the proper way to determine your

continued on page 5

continued from page 4

GAR model. Proficiency on the water (and in the air) gives us a much better chance at safety...and safety is what we're all about. Right?

Grand Haven Memorial Service

For those of you who have not yet attended the Coast Guard Festival in Grand Haven, MI, you're missing a great time! There are a million things to see and do. (Honest, I counted...there's a MILLION!) :) The most important thing to do, in my opinion, is the Auxiliary Memorial Service, honoring our 9CR members who crossed over the bar during 2009. That service will take place on Friday, Aug 6, at 10:45am, per the Coast Guard Festival website.

<http://www.coastguardfest.org/festival-schedule/details/55-uscg-auxiliary-memorial-service>

Elections

Tick tock, tick tock! Before we know it, the election season will be here again. This September, at the Fall Conference, we'll be electing a DCO, DCOS and three DCAPTs. In October, the DCDRs/VCDRs will be elected, and in November, the same thing happens at the flotilla level. Do you have leadership aspirations? Do you know what qualifications you need to serve as an elected officer? If not, check out the Auxiliary Manual, Appendix D, Election Eligibility – that section will provide all the information you need! The Auxiliary is always looking for good leaders – if you want a rewarding job, holding a leadership position sure fits the bill. Is it easy? Heck no. But it's a great job, and I guarantee that you'll have a fantastic time.

Paperwork, Paperwork, Paperwork!

Ugh. Nobody likes paperwork, but it's so VERY IMPORTANT in all that we do. Like the comic says, "No job is finished until the paperwork is done." And, that's true. If there's no paperwork on it, it didn't happen. And, we receive our funding from the Coast Guard based on what we do. How do they know what we do? By the paperwork that we turn in that is entered into AUXDATA. Facts and figures. What did we do? How much did we do? AUXDATA tells the Coast Guard. With budgets tighter and tighter every year, let's not allow our funding to be smaller and smaller by not turning in our paperwork. Why not have a "paperwork party" after each flotilla meeting? Fill out those 7029s and 7030s after you give of your personal time for an Auxiliary mission, meeting, training, etc. Don't let anything go "unnoticed." And, that'll happen if you forget to turn in your paperwork. If it's not there, it won't be seen. If it's not seen, it can't be funded. Pretty simple, if you ask me.

Fall Conference Location

Our new location for our 2010 Fall Conference, September 9-12, is the Ramada Lansing Hotel and Conference Center. Please believe me, this decision was not taken lightly or without careful consideration of several other locations, including three others in the greater Lansing area alone. We had the desire to keep the conference further north, but the location we'd been going to in the past no longer met the standards we seek for a conference location. We checked several other northern locations, exploring the area from Bay City to Traverse City; Midland to Mackinac Island; Alpena to the Soo; Frankenmuth to St. Ignace; and either they couldn't meet our needs, or we couldn't afford their rooms, and that made negotiations very difficult. Most of the northern resorts that had the proper accommodations are still busy with golf season in September, and unwilling to meet our price request for rooms. That being said, I think you'll like the Ramada; we've been there before (about 13-14 years ago), and it's very easy to find whether you're com-

continued on page 6

continued from page 5

ing from the north, south, east or west! There's a free airport shuttle. They have a free breakfast buffet, room rates of \$65, several breakout rooms, and two huge banquet/ballrooms. There's an indoor heated pool, sauna, and fitness center. It's been newly renovated, and has free high-speed internet access. And, they're even pet friendly! So bring Fido and Fluffy along for a fun weekend in Michigan's State Capitol! Our Conference Committee is working on a full schedule of fun things to do while you're in town, so please take advantage of all the Greater Lansing Area has to offer.

Travel Grants

And, the Conference Committee, being sensitive to the needs of our members in the U.P. and great Northwest, have been discussing ideas as to how to make our conferences more "accessible" to them. As funding would allow, we've been talking about offering "travel grants," provided by the district, for those traveling a great distance. Like any grant, the "need" would have to be established, and those who could show the best "bang for the buck" would be either completely or partially funded to the fall conference. Like any new program, we'll be starting small, as funding is limited. If the maiden voyage is successful, we can make it bigger and better each year. We're looking for the fairest and most efficient way to administer such a program, so if you have any ideas or input, please send them to Bud Nusly, or any other member of the Conference Committee.

And, we're looking for a location for the 2011 fall conference, so if you know of a location that can meet our needs, please let send me contact information and I'll be happy to give them a call to see if they'd be able to provide us what we need at a cost that we can afford.

Bravo Zulus

And, lastly, speaking of GREAT: There are a couple of Bravo Zulus that need to be mentioned:

1) Congratulations to Nancy McKee-Marshall who was recently named as an honorable mention recipient for the COMO Charles S. Greanoff Inspirational Leadership Award. This award serves to recognize the most distinguished Auxiliary Flotilla Commander and parallels the Coast Guard's existing inspirational leadership awards for officers, chief petty officers and civilians. Join me in congratulating Nancy on this awesome recognition for her excellence in leadership and her dedication to the missions of the Coast Guard and the Coast Guard Auxiliary.

2) Can you imagine walking 60 miles? In only three days? Well, not only did Darlene Husband, DSO-ASC Sector Detroit, do it last year...but she's doing it again this year. Why? To find an end for breast cancer. She's walking the Susan G. Komen 3-Day for the Cure...the world's largest grassroots network of breast cancer survivors and activists fighting to save lives, empower people, ensure quality care for all and energize science to find the cures. "Because everyone deserves a lifetime." Not only is Darlene a leader in our organization, she's also leading the way to putting an end to a disease that kills 40,000+ women each year. A link to Darlene's website appears below:

http://www.the3day.org/site/TR/2010/MichiganEvent2010?px=3055508&pg=personal&fr_id=1467

Yep, so far, so great. And, it's only getting better.

Thanks to all of you, the marvelous members of the 9th Central Region, for all that you've done and continue to do for the Coast Guard and the Coast Guard Auxiliary. Have a great summer; hope to see you on the water!

Paddlesports

by: DCOS Llorens Chenevert

..... **80%**
of those
who die
in fatal
paddling
accidents
were not
wearing a
PFD.

One of the Auxiliary's new recreational boating safety initiatives is in the area of paddle sports. Paddling incorporates a variety of small vessels that include paddle boats, inflatable, rowboats, canoes and kayaks. Boats in the categories of canoes and kayaks are increasing all over the country in exponential numbers. One of the main reasons for the increase in these vessels can be attributed to the economy. They are easily transportable, relatively cheap and require no fuel. I recently saw an advertisement listing kayaks for as low as \$169.00. One of the main problems we face today is that paddlers haven't been viewed as boaters. As a matter of fact many paddlers probably don't consider themselves boaters just as many hunters who hunt from flat bottom boats don't consider themselves boaters in the traditional sense.



According to the National Association of State Boating Law Administrators, over 4 million canoes and kayaks have been purchased since 1998. Many of the new paddlers lack the skill and knowledge needed to safely enjoy the sport. Paddling brings an individual very close to the water. Capsizing and/or immersion in cold water are the leading cause of fatalities for paddlers. Alan Sorum, a feature writer for Boating and Sailing, wrote an article entitled "Paddling Risk Management". In it he states that a survey showed 98% of paddlers own a personal flotation device, but 80% of those who die in fatal paddling accidents were not wearing a PFD.

The American Whitewater Association working with the U.S Coast Guard has identified some of the factors that combined will lead to an accident. The major factors identified were; **human**, **equipment**, and **environmental** factors. Human factors include the consumption of alcohol, not wearing a PFD, unfamiliarity with the body of water, insufficient skills, paddling alone, and poor physical condition. Equipment factors are poor vessel maintenance, no spare paddle, improper clothing, and no first aid kit. Finally, the environmental factors identified are, high water, cold water, operating in remote areas, and hydraulics caused by dams. As I have stated, these are only some of the major factors. There are numerous others that can lead to trouble on the water for these small vessels such as encountering a tall motor vessel that can't see the low profile of a peddler.

We all know that education is power. In this case education in paddle sport safety gives the knowledge and power to save lives and reduce accidents. The need has been demonstrated. The good news is we now have another tool in our arsenal to address this need in the form of the Paddle **sports America** boating safety class. It is a 4 hour class that focuses on the unique needs of paddlers with topics including; Know Your Paddle craft, Before You Get Underway, Operating Your Boat Safely, and Legal Requirements of Boating just to name a few. I encourage you to become trained in teaching this course and look forward to seeing an increase of the new paddle sport courses offered in the Ninth Central Region.

NEW FLOTILLA - NEW MEMBERS

by: Agnes Feldman, ADSO-PB

We must understand that the new member is being introduced to a whole new set of processes, new set of rules and even a whole new way of talking

Division 26 is experiencing an unusual event, which is a learning opportunity for all of us. As of May 1, a new flotilla has come into Division 26. Manistique is Flotilla 26-05. This flotilla consists of a wonderful group of brand new members to the Auxiliary who are enthusiastic and anxious to learn the Auxiliary 'ways'. The Division is holding their annual Division Boat Days at Manistique on June 5. We are hoping that our visit to this flotilla will strengthen the bond that the flotilla has to the division and the rest of the District.



Working with this new flotilla and the large number of new members that are joining with them, I am reminded that entering to the Auxiliary can be intimidating. Most people coming into the Auxiliary are unaware of the complex processes to which we more "seasoned" members have become accustomed. We forget that they have little or no knowledge of our procedures and protocols, of how to get qualified as crew, or vessel examiner, or program visitor or whatever. They also are unaware of how a boat becomes an Auxiliary facility or what orders are and how to get them. We must understand that the new member is being introduced to a whole new set of processes, new set of rules and even a whole new way of talking (remember all those acronyms). Expressions like "check the manual" and "it goes to the DIRAUX" or even what the word "Sector Soo" are like a foreign language to the new members. It is incumbent on those of us who have been around a while to check ourselves when we use these expressions or expect that everyone understands them.

I know that as a result of this experience, I am taking the time to think back to when I first started in Auxiliary and how it felt. This helps me to empathize with new people especially those who have no one in their flotilla who "knows the ropes"

I know all the members and officers of the Division, the District and the Auxiliary all over the country welcome Flotilla 26-05 and we offer them the support and help that they need.

I Like Tools

by: Joe Gregoria, DCAPT-South

By the time you read this newsletter, members will be in the air and on the water doing operations. QE's and Mentors will be doing Crew, and Coxswain sigh off's. We will be doing VE's and PA activities, just to name a few tasks that we will be performing. With every task we perform, we are using tools that we have in our tool box. Just like at home, on our boats, we rely on many tools. Ever get the names of your kids or coworker wrong, or ask yourself why you went to the basement? As we started the new session, we start relying on the most important tool in our tool box, and that would be our memory. This is one tool we don't talk about much, our memory; this can be our best and worst tool in our tool box. Our Crew needs to know where every piece of emergency equipment is stowed. Not just the tow line, the hailer, and where the snacks and soft drinks are, but where the binoculars, plotters, dividers, and spare parts are located. Did you take the time and review the location of the equipment with your crew? Memory is one reason we use a tool called a Pre-Underway Checklist. Not only does it remind us of what to inform our crew, it helps us to communicate to our crew the location of our equipment, all the equipment not just what we remember.

We have many other tools on our vessels. Some of us refer to them as "toys" but they are tools that we rely on. Most of us have GPS Chartplotters, some of us have Radar. How well can you operate your GPS Chartplotter? Can your crew operate, not just turn on your Chartplotter? Do you have radar? Does your crew know how all the features on your radar and how they work? Do you have an **Automatic Identification System (AIS)** and does your crew know how it works. Have you enabled your DSC (Digital Selective Calling) on your radio? Do you read the e-mail concerning some of the problems associated with VHF DSC equipped radios? Do you have a **MARITIME MOBILE SERVICE IDENTITY (MMIS)** nine digit number? Do you know what it is? I believe most of us have a DSC enabled VHF radio. Not many of us have AIS but it is now showing up on some VHF radios at a reasonable cost. We must identify all the tools in our tool box and know their limitations. Anyway, it is imperative that all persons aboard our vessels, know the location of all the equipment and how our all our electronics (toys) work before leaving the dock. Oh, by the way. I like toys (tools).

You can find a Pre-Underway checklist in AUXILIARY BOAT CREW QUALIFICATION GUIDE, VOLUME I: CREW MEMBER CIM_16794_52A Page 2-30

To learn more about **Automatic Identification System (AIS)**.

<http://www.navcen.uscg.gov/enav/ais/>

or

http://www.navcen.uscg.gov/enav/ais/how_ais_works.htm

To learn more about MMSI nine digit numbers or how to obtain one.

<http://www.navcen.uscg.gov/marcomms/gmdss/mmsi.htm>

Special Notice Regarding U.S. Coast Guard Marine Safety Alert –Automatic Channel Switching on DSC-Equipped Radios.

<http://www.navcen.uscg.gov/marcomms/gmdss/SA0210.pdf>

continued on page10

I Like Tools*Continued from page 9*

Wow.....what a Spring Conference, all that training and fellowship for one low price. We had Cowboys and Cowgirls at our Western Night with lots of grub. We had fun dancing and learning to square dance.



We had a lot of awards at the banquet on Saturday (see pages 21-24). Sunday, the Conference ended and it was time to start getting ready for the Fall Conference and yes, the Spring Symposium. It will be our privilege to host the Combined 9th District Symposium in the spring of 2011 and plans are already being made. As we all know the most important part of the Conference was the training. The training is what the conference was all about. Training doesn't stop after the conference. Now it's up to all of you who attended the training to take back the information and training to your Division and Flotillas. Just about the time you read this publication it will time to start signing up for training being held at the Fall Conference.

MAGIC WORDS

By: Dick Martin, DCAPT-Central

I often told my children, when they were growing up, *Please* and *Thank You* were magic words. Over the years, I've come to believe it myself, especially when it comes to the Coast Guard Auxiliary. Auxiliarists being volunteers thrive on these words. Auxiliarists usually respond well to *Please* when we need help with something, and often a *thank you* will suffice to acknowledge their efforts.

Most of us call this common courtesy when we say *Please* and *Thank You* for everyday requests. But, when a request involves significant effort or when someone responds in an exceptional manner; then maybe we need more than a simple *Thank You*. Even if someone volunteered to hold an office or position, exceptional performance should be recognized with something more than a certificate of appreciation.

That's one of the nice things about being in the Coast Guard Auxiliary, we can turn our *Thank You* into an award. In fact, that's what an Award is, a formal *Thank You* with a little public recognition thrown in for good measure. Awards given to Auxiliarists can come from many sources and you should be aware of them.

Did you know that any Auxiliary member can recommend any other Auxiliary member for an award for exceptional performance or for a special achievement? The procedures and available awards are spelled out in chapter 11 of the "Auxiliary Manual" which can be found online at:

http://www.uscg.mil/directives/cim/16000-16999/CIM_16790_1F.pdf.

The "Auxiliary Manual" lists the awards that are available and the type of performance that would qualify for the award. The manual also indicates what the appropriate key words are for each award when writing a recommendation. After writing your recommendation, all you need to do is complete a form (CG 1650/ANSC 7002) it can be found on line at:

<http://forms.cgaux.org/archive/a7002f.pdf>.

The "Auxiliary Manual" states "The recommending Auxiliary elected or appointed leader shall submit the recommendation form and the supporting documents, through the chain of leadership and management, to the NACO or DCO, as appropriate..." However, in the 9th Central Region, it is recommended that all award recommendations, unless otherwise specified in their respective instructions, may be submitted to the District Captain who is the chairman of the 9th Central Region Awards Committee instead of the DCO. Each year the members of the Awards Committee are listed in the front of the District Directory so the current chairman is no secret. This year, I am the chairman of the Awards Committee and my email address is

richard.j.martin@sbcglobal.net.

The Awards Committee would prefer you submit your award recommendations in an electronic format, to facilitate editing and review but, hard copies are welcome too. One thing to keep in mind, it takes time to process an award, so please have them in 45 days ahead of time, if you intend presentation at the Fall Conference.

Continued from Page 11

In addition to the Auxiliary manual, there are other places where you can find help in writing awards. For example the 9CR Awards Manual is located at:

<http://a091.uscgaux.info/docs/Awards%20Manual%20District%209CR.pdf>

and for more award writing help you can go to:

<http://www.uscg.mil/auxiliary/awards/awards.asp>

to review award templates. When writing an award the summary of action or service is very important because the approval or disapproval of the award depends on the justification presented. Generalities and superlatives should be avoided, key words are important and supporting witness statements are helpful. Details with specific examples, consequences, results, monetary savings, are all essential for approval; the Coast Guard refers to details as 'meat and potatoes'. The intent is to assure deserving individuals receive the recognition and not to diminish the status of the award.

Auxiliary Awards can also come from the Chief Director of Auxiliary, the District Director of Auxiliary and from Coast Guard Units supported by Auxiliarists.

In the 9th Central Region we have the Bruce Karnes Award and the Active Auxiliarist Award. The Bruce Karnes award is presented each year to a member with over 10 year's service, the nomination form can be found at:

<http://www.jpasphaltpaving.com/USCGAMainstream/docs/brucekarnesaward.pdf>.

The Active Auxiliarist Award is for members with more than one year, but less than two years in the Auxiliary and can be found at:

<http://www.jpasphaltpaving.com/USCGAMainstream/docs/mostactivefirstyear.pdf>.

The Active Auxiliarist award is also presented each year.

There are National Awards available too, for example the procedure for the National Auxiliarist of the Year can be found at:

<http://naco.cgaux.org/documents/NACO%20Announcement%20NAUXOY.pdf>.

And, the Charles S. Greenoff award can be found at:

<http://naco.cgaux.org/documents/NACO%20Announcement%20NAUXOY.pdf>.

The following awards: The Flotilla of the year, The Outstanding Publication Education Flotilla and the Outstanding Flotilla for VSC's and MDV's are presented by outside organizations. Descriptions and applications can be found on the National Commodore's Association web site at:

<http://www.cgaux.org/nac/awards.html>.

The magic in the words **Please** and **Thank You** will only lasts as long as we believe in them, and that is also true of the awards that each of us can initiate. The Awards Committee depends on you support. It is up to you to recognize those members who are performing at exceptional levels or providing superior service to the Coast Guard. Every leader knows someone in their unit who is worthy of recognition; and now is the time to say **Thank You** with an award.

Marine Safety/Environmental Protection Updates:

By Kim Cole, DSO-MS

Many are asking about the new/revised PQS (performance qualification standard) that has been released. Darlene Husband and I are now in contact with those at Sector Detroit to see what, if any, training may become available to the Auxiliary in the Sector Detroit AOR (area of responsibility). Once determined ADSO-MS Joe Macri will be the contact person in the Sector Detroit AOR. In the Sector Soo AOR, ADSO-MS Agnes Feldman is working now on obtaining information from the Auxiliary in the Sector Soo area for qualifications that the Auxiliary in the area now possess and what PQS training may become available in their area. In the Toledo AOR, ADSO-MS Greg Hartland is the one to contact for any questions. What many do not realize is the Performance Qualifications also have many pre-requirements that need to be done.

There are many educational portions that need to be completed and passed, and if working toward the Trident Device you must have 96 hours per year in Marine Safety or Environmental hours, these are 70 hours or prior 28 hours (SeaPartner) that are listed in AUXDATA. One issue that has been brought up time and time again is the fact that the Trident Device is very hard to work toward. And this is true, the Trident was put together this way to try to get the very serious Auxiliarist to work toward this. Many times across the country once a member has achieved the Trident they stop working for the Prevention Department. In making this a much harder device to obtain you are more likely to get the serious member to earn one, and stay working with the Prevention Department after achieving it.

For those who do not know what is required to earn the "Trident Device" the requirements are as follows: The member must have completed the ICS 100 or 100A, ICS 200, ICS 210, IS 700 and IS 800. They must have achieved 4 different PQS (Performance Qualification Standard) and received the LOD (letter of designation), they must take and pass the IIMS (Initial Introduction to Marine Safety) test-this is a test only administered by the Gold Side, and they must have 4 years (will be changing in the future to 5 years) of 96 hours or more that are strictly in Marine Safety or Environmental Protection (these are in 70 hours or the prior 28-SeaPartner hours that are recorded in AUXDATA).

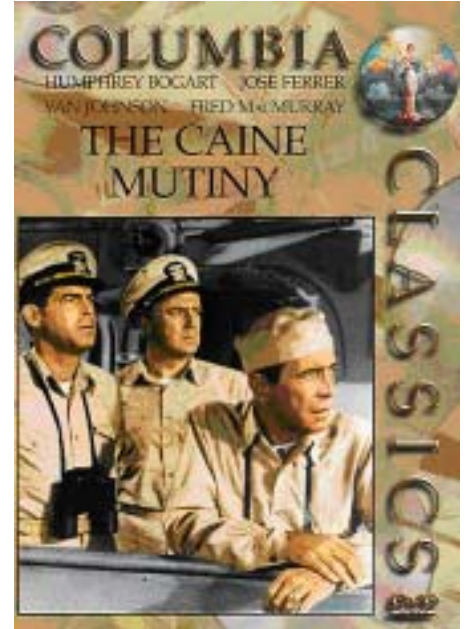
Once all requirements are completed the member can go to the "P" web page <http://pdept.cgaux.org/> and print out the application for the Trident. This application must be completed and all copies of the required items must be forwarded to the SO-MS in their division. Once the SO-MS checks to be sure that all items required are included, the SO will forward this onto the DSO-MS. It is the DSO's responsibility to verify all information on the application. Once all is verified it will be sent to DIRAUX for the final steps for this device. It does sound like a lot, but if the serious member wants to work hard, it can be achieved. One PQS that can be worked on by any Auxiliarist is the AUX-MSAM PQS. To find all of the new/revised PQS you must go to the Coast Guard e-learning web page at <https://learning.uscg.mil/>, scroll to the bottom where you see support. Click onto support link, there you will be required to fill in some information also in the comment section simply put Auxiliarist wishing log in capability. It will take about 2-3 days for confirmation; don't forget that all of this will be done manually so it would be best to do this at the beginning of the week. If you wait until Friday it may take longer. Once you have logged in capability go to the section that says Sectors. From there you can find all of the new/revised PQS. You can also find the listing on the "P" web page. Don't forget that all PQS are strictly Sector determined. Just because it is listed in the PQS list does not mean that it is something that Sector Detroit, Sector Soo or MSU Toledo would need. You will need to speak with the contact person to find out what may be available. If you have questions in regards to the Trident Device or PQS (Performance Qualification Standard) please contact your FSO-MS.

CHAIN OF LEADERSHIP & NAVAL TRADITIONS

by: Paul Barlow, Assistant Director Auxiliary Affairs

SEAPOWER!!! If you've seen the video clip at the Spring Conference, didn't that get your blood boiling? Hopefully, this set the stage for our session on leadership and future discussions. Remember, it's not about the machines but the men and women, the leaders and followers that make it all happen. It's about leadership in the context of Naval Traditions...SEAPOWER that is at our disposal. As we begin our journey through leadership under the Coast Guard Auxiliary mantle, discussion regarding the chain of leadership (COL) is a good place to start. Keep in mind; we're all empowered through our COL.

Consider the pledge you took upon entering the Auxiliary "to abide by the governing policies established by the Commandant of the United States Coast Guard." As such, following procedures that have evolved from naval traditions and military protocol become the model we must all abide by. The COL is one such model based on trust that we'll explore from insights provided by a former Chief Director of Auxiliary and a review of some lessons learned from the story of "The Caine Mutiny"...a story of Naval Tradition and the destruction of the COL that affects an individual's personal power, position power, unit cohesiveness...SEA POWER! So sit back and relax as we explore leadership and sea power in the Coast Guard Auxiliary. WARNING! MUTINEERS are NOT WELCOME.



First of all, who am I to discuss leadership? I've written a few articles for publication... "LEADERSHIP, LEARNING & LUBBER'S LINES" & "MINDING THE HELM." But I'm not expert. Although the leadership center of excellence is now located at the Coast Guard Academy, it wasn't an item back when I attended. Not until I was at my first command as a Lcdr that I was afforded the opportunity to expand my exploration of leadership with a weeklong session at Yorktown with other leaders discussing successes and failures under the backdrop of reviewing the movie "Twelve O'Clock High."

However, that's not important. What is important is that it lit a fire in my belly to want to learn more, share more and increase my knowledge on leadership. As I mentioned at the conference, when I looked around the room and surveyed the amount of talent and expertise that was in the audience, I could only hope to ignite a similar fire in some of you to want to contribute your leadership acumen for the good of us all.

You know I referred to the play "Wicked" that is a prequel to the "Wizard of Oz" where the handsome slacker Fiyero loves his carefree life where he's been kicked out of so many schools and sings about his attitude. As he's dancing though life, "LIFE IS PAINLESS FOR

Continued on page 15

Continued from page 14

THE BRAINLESS... LIFE IS FRAUGHTLESS WHEN YOU'RE THOUGHTLESS." I warn against living the life of the SCARECROW who Fiyero later became.

In my article on "LEADERSHIP, LEARNING & LUBBER'S LINES", I discussed the mantra of a lot of members of the military including Admiral Papp and his foundation in an attempt to give you a view from the top. If that didn't impress you, don't forget Vince Lombardi and his expectation of commitment from his players to be dedicated to...GOD, FAMILY & THE GREEN BAY PACKERS.

I myself subscribe to a balanced 3 legged stool, much like Admiral Papp of GOD-FAMILY-COUNTRY...with Jesus Christ as the ultimate SERVANT LEADER who allows FREEDOM OF CHOICE, INDEPENDENCE AND ACCOUNTABILITY. I relived my story of BECCes (engine casualty drills) in GTMO along with my heroes in George Washington and Steven Covey and my indoctrination into Coast Guard values with "WHO LIVES HERE REVERES HONOR-HONORS DUTY."

It all boils down to good leaders measure themselves through continuous learning and self-examination. Reading Coast Guard History, Publication 1, Strategic Diversity Papers, the Federalist Papers and other writings of Alexander Hamilton help stoke the fires while providing the mortar for a good foundation.

I told the story of General Casey's (U.S. Army Chief of Staff) visit to Cleveland and his opposition to the draft. He loved VOLUNTEERS...you get it? VOLUNTEERS that want to be doing what they are doing. This is so true as Modernization and a flatter chain of command has forced us to operate independently; more so with the lack of continuity that is prevalent in the Coast Guard. As such, the Auxiliary is the continuity that is needed.

When asked what kind of soldier the General was looking for, he responded that he wanted "an army of one" that can see through the complexity of the world and have the courage to take action and move forward when the chain of command breaks down.

When I spoke at the conference, we then reviewed the difference between the chain of command and COL. It's not all about keeping us in line from the little dog on up to the big dog. It's about EFFECTIVE COMMUNICATION. Seek First to Understand...then be understood (Covey Habit). I also understood the potential for us all to view the COL as just "some silly rules." Remember the quote from Ensign Keith in the Caine Mutiny regarding his new commitment to the Navy,

"I'M REALLY NOT DEVOTED TO IT. IF YOU WANT TO KNOW, WHAT I'VE STUDIED SEEMS TO ME A LOT OF RUBBISH. THE RULES, LINGO, STRIKE ME AS COMICAL. THE IDEA OF MEN SPENDING THEIR LIVES IN THIS MAKE-BELIEVE APPALLS ME. I USED TO THINK THAT IT WAS PREFERABLE TO THE ARMY, BUT I'M SURE NOW THAT THEY'RE BOTH THE SAME KIND OF FOOLISHNESS. I DON'T CARE. I PICKED THE NAVY. I'LL SEE THIS STUPID WAR THROUGH IN THE NAVY."

Continued on page 16

Continued from page 15

With this introduction, consider the guidance provided by former Chief Director, Captain Smith regarding the COL. This information is available on the HQ website <http://www.uscg.mil/auxiliary/administration/policy/col.asp> along with additional guidance at <http://www.cgaux.org/training/PDF/ChainofLeadership.pdf>. In short, Captain Smith recommends in seeking an answer to a question: 1) Find the answer yourself (Covey-Seek First to Understand then be Understood); 2) Ask the next in your chain of leadership; 3) Put your question in writing; 4) Allow time for a response...show respect. Captain Smith is a proponent of establishing a courteous flow of information and in the end to be aware with Congressional Inquiries that your question may generate unintended consequences.

With this background, let's look at the "Caine Mutiny" that was a 1951 Pulitzer Prize winning novel by Herman Wouk about a U.S. Navy Destroyer-Minesweeper in the Pacific theatre during World War II. A subsequent movie was made in 1954 starring Humphrey Bogart, Jose Ferrer, Van Johnson and Fred MacMurray. The Mutiny is not what is expected as a swashbuckling action adventure with pirates of the Caribbean and the Captain walking the plank but a morality play centered on Naval Traditions, the chain of command, officers pledged to duty and their conflict with their own moral fiber...their own moral relativism. It's the story of the improper use of position power that is undermined resulting in unexpected consequences that impacts morale, unit cohesiveness and effectiveness of the unit. Sea Power is crippled. As such, check out the senior leadership team on board USS Caine.

Lcdr Queeg was the lead dog who explained the four ways of doing things: THE RIGHT WAY, THE WRONG WAY, THE NAVY WAY & HIS WAY. He was a strict disciplinarian, battle weary, paranoid and a lifer steeped in Naval Tradition. The book highlights several of his performances as a leader that exposes the fallacy of Naval Tradition as it actually was before and during the war. The exploits of 14 Navy Destroyers off Point Conception (DESTROYER SQUADRON 11) where 7 destroyers ran aground and 23 sailors were lost recorded the Naval Tradition of "Follow the Leader".

The initial response from the Naval Court of Inquiry follows:

* "THE DESTROYER FORCE, SQUADRON ELEVEN, DISPLAYED A ZEAL, COURAGE AND COOLNESS IN THE FACE OF GRAVE DANGER, WHICH IS A MATTER OF PRIDE TO THE NAVY. FROM THE SQUADRON COMMANDER ON DOWN TO THE HUMBLEST MAN ON BOARD, THERE WAS PERFECT DISCIPLINE AND THE HIGHEST TRADITIONS OF THE SERVICE WERE LIVED UP TO. IT IS DUE TO THIS PERFECT DISCIPLINE THAT THE LOSS OF LIFE IN THIS DISASTER WAS SMALL."

The "Follow the Leader" doctrine was revisited suggesting that questioning the leader while also validating their own position seems a more prudent application of sound seamanship and leadership principles. Remember these lessons as we continue through the wardroom of the Caine.

Continued on page 17

Continued from page 16

First Officer Maryk was the second in command, a man of action but somewhat akin to the Scarecrow... "just a dumb comic book reader" who was influenced by Lt Keefer, the intellectual. Eventually, at the prompting of Lt Keefer, Lt Maryk became an amateur psychiatrist, chronicled the incidents involving Queeg and eventually "assumed" command of the Caine during the height of a typhoon where the Caine was seriously threatened with capsizing that culminated in the MUTINY. It was ironic that Lt Maryk used Article 184 of U.S. Navy Regulations to destroy Naval Traditions. Lt Maryk relied on his moral certitude to relieve Lcdr Queeg of Command and became the Caine's illegitimate savior that eventually led to a Naval Court of Inquiry.

During the legal proceedings, Lt Greenwald destroyed the credibility of Lcdr Queeg, the naval psychiatrists involved and eventually Naval Tradition. However, in the ensuing celebration when the case was dropped, Lt Greenwald uncovered the true coward, chief underwriter of the mutiny, chief underminer, and chief mutineer as Lt Keefer. Also, even though Lt Maryk did everything I've been talking about...he took action independently to save his shipmates while holding himself solely accountable...he was still deficient because he should have never let an atmosphere of disrespect, negativity and deception blossom on board the Caine.

There is no story book ending to the Caine Mutiny. Everyone lost out but we learned that we certainly don't want to be like Lcdr Queeg who was self-absorbed, isolated from his crew and the ultimate "serve me" leader. Nor do we want to be like Lt Keefer as uncommitted, insidious and above the fray. Sadly, we don't want to be like Lt Maryk who was ready to take action and wanted to do the RIGHT THING...he just didn't know how. Was he the SCARECROW?

To summarize, when we look at the COL and treat it just like another silly rule, the watchwords we should all remember are:

YOU ABUSE YOU LOSE

You lose time, you lose respect, you lose...we all lose, just like on the Caine. Certainly, we won't be faced with the stresses of shipboard duty in the middle of a great war while confronting a typhoon with weak leadership. However, the lessons apply in our failure to help make our leaders succeed if we subvert the good of the team for our own special interests. Studies of diversity help us understand the untapped potential within our membership and this talent should be used to ensure we all succeed...that we're all saved. We're saved because the lessons learned from the Caine Mutiny apply to us all.

TOGETHER WE ARE BETTER. The chain of leadership and chain of command are tried and true systems that provide us with the best opportunity for success. They are based on trust, teamwork, effective communication and finally tradition.

The COL provides power to us all. I call it SEA POWER that can help us set loose the unbridled energy that we have in our membership. We can unleash the power we have within our COL...that we have within OURSELVES!

Pollution and Our Waterways / Water Safety

by: Maryann Gregoria

On Thursday, May 6, 2010, DSO-MS Kim Cole, ADSO-Joe Macri, and FC Maryann Gregoria from 9th Central Division, presented classes on Pollution and Our Waterways/ Water Safety. It was held at the 2010 Rouge River Water Festival located at the University of Michigan Dearborn Campus. Four classes were presented to 5th Graders, which had between 22 to 30 students along with Teachers and chaperones.

DSO-MS Kim Cole did a presentation on Pollution. It explained what oil and gasoline can do to our waterways, and used many props to demonstrate how long it takes for items to



Kim Cole explains how long it takes for a plastic bottle to breakdown.

breakdown to the point they are safe. Examples cited were plastic water bottles, fishing line, baby diapers, etc.



Joe Macri watches as a future coastie puts on a mustang to be a Coast Guard member going out on a rescue.

ADSO-MS Joe Macri and FC Maryann Gregoria continued the class with a Water Safety demo. Using different sized Life Jackets, they showed how one that is too big for a person and can come right off. Their objective was to demonstrate to the children that you need to wear the right size PFD. They also let students try on a full mustang to see how it felt

Showing the Flag

by: Tim Meno, DCDR 20

Early in May I had the opportunity to participate in two small-scale public affairs events in my Division's area of operations. The first event was in Peck, Michigan. Peck is a small town in the thumb which was sponsoring its 2nd Annual Safety Awareness Day. It was the hope of the organizers that the event would continue to grow in the community as more and more members of the community became increasingly aware of the importance of safety.



Don Mortimer, VFC Bill Thornton and I from Flotilla 20-03 in Port Huron attended in our Tropical Blue uniforms. We had the opportunity to talk boating safety with about 50 participants and attendees. Additionally, we had a table set up to tie knots with the kids and reward them with a sticker for their participation. We also did a Vessel Safety Check on a boat brought to the Safety Awareness Day as a display and made participants aware that we are always available for free "house calls". Our presence was much appreciated and we were invited back next year.



Later in May I had the opportunity to attend the Bouvier Bay Yacht Club's 18th Annual Flag Raising and Blessing of the Fleet in Ira Township on the shore of Lake St. Clair. Two hundred boaters were present. Attendance at this event was two years in the making. It was built on a continuing relationship between Pete Ferranti and the now Commodore of the BBYC Mike Gleason. The now FC Pete Ferranti of Algonac Flotilla 20-01 made arrangements and accompanied me. We raised our United States Coast Guard burgee, talked boating safety, and conducted a Vessel Safety check.



We made our presence known, were much appreciated in our Tropical Blue Long uniform, and were invited back next year.

As I was driving back from both events, the thought occurred to that each day

Tim Meno, Mike Gleason, Pete Ferranti at the Bouvier Bay Yacht Club Flag Raising

we had made a significant contribution to our USCGAUX mission cornerstones in terms of promoting recreational boating safety and through fellowship by building our relationships in these local communities who really don't have a lot of contact with Team Coast Guard. Participation in these small-scale public affairs events made me feel good. My participation made me aware that no event is "too small". They made me feel that the time I had spent was well worth the effort.



Don Mortimer teaches a knot to a future boater

Show the flag in the communities you serve!

Coast Guard Awards Presented at the Spring Conference



Mike Skowronski & Jean Colby receive the Auxiliary's Commandants Letter of Commendation for their Support of the 2009 Symposium. Capt. Mark Huebschman and CDR E.J. Marohn are also pictured.



Maryann Gregoria receives the Coast Guard Auxiliary Achievement Medal for CG Support 1991-2010 GC Support from CDR E.J. Marohn



King Hanna (L) is congratulated by Capt. Mark Huebschman for receiving the Coast Guard Auxiliary Achievement Medal for Superior Performance of Duty for the last 36 years..



J. Gilchrist (R) receives the CG Auxiliary Achievement Medal for 28 years of Operational Support for 28 years from Capt. Mark Huebschman (L)



Ron Howard (R) receives the Coast Guard Auxiliary Achievement Medal for Superior Performance of Duties from CDR E.J. Marohn (L)



Roxane Firmim (L) receives the Coast Guard Auxiliary Achievement Medal for Superior Performance of Duty as DSO-PA 2006-2010 from Capt. Mark Huebschman (R).



DCDR Mark Villeneuve (L) accepts for Christopher Suppelsa the Coast Gurd Auxiliary Commendation Medal for Outstanding Coast Guard Support from CDR E.J. Marohn (R).

continued on page 22

WINNERS OF THE 9CR 2009 ANNUAL AUXILIARY AWARDS PROGRAM

INDIVIDUAL AWARDS

AIR OPERATIONS

1 ST PLACE	DAVID R. PFLUM	Flotilla 26-3
2 ND PLACE	GLEN A. FLORENCE	Flotilla 20-9
3 RD PLACE	ROBERT M. AHERN	Flotilla 18-11



L-R, Robert Ahern, Glen Florence, David Pflum

OPERATIONS

1 ST PLACE	RICHARD C. DESMET JR.	Flotilla 18-11
2 ND PLACE	PAUL H. SHOOSHANIAN	Flotilla 18-11
3 RD PLACE	DENNIS D. MARTIN	Flotilla 20-04



L-R, Richard Desmet Jr., Paul Shooshanian

COAST GUARD OPERATIONAL SUPPORT

1 ST PLACE	MICHAEL B. RUBIN	Flotilla 26-09
2 ND PLACE	LOREN GRAHAM	Flotilla 28-09
3 RD PLACE	FRED E. OVERHOLT	Flotilla 16-12



L-R, COMO Tom Mallison, COMO Jerri Smith, Loren Graham, DCDR Robert Stauffer, Dora Jansinski, CAPT Huebschman, CDR Willis

AID TO NAVIGATION

1 ST PLACE	ROBERT A. CARR	Flotilla 26-04
2 ND PLACE	ANTHONY J. VELAT	Flotilla 26-04
3 RD PLACE	BARRY C. BUCHHOLZ	Flotilla 26-04

PUBLIC EDUCATION

1 ST PLACE	PETER P. FERRANTI	Flotilla 20-01
2 ND PLACE	DAVID W. BOUTIN	Flotilla 28-08
3 RD PLACE	BRUCE A. HAMMANN	Flotilla 16-12

PUBLIC AFFAIRS

1 ST PLACE	ROXANE H. FIRMAN	Flotilla 18-05
2 ND PLACE	ANTHONY MALLIA	Flotilla 18-05
3 RD PLACE	CAROLYNN M. MALLIA	Flotilla 18-05



L-R, DCDR Villeneuve, Peter Ferranti, Bruce Hamman, David Boutin, Roxane firman

MARINE DEALER VISITS

- | | | |
|-----------------------|-------------------|----------------|
| 1 ST PLACE | DAVID A RUGH | Flotilla 20-11 |
| 2 ND PLACE | PETER P. FERRANTI | Flotilla 20-01 |
| 3 RD PLACE | MARION O. DRAKE | Flotilla 16-12 |

MARINE SAFETY

- | | | |
|-----------------------|-----------------|----------------|
| 1 ST PLACE | KIM M. COLE | Flotilla 22-05 |
| 2 ND PLACE | JOSEPH D. MACRI | Flotilla 20-03 |
| 3 RD PLACE | ROBERT W. JOYCE | Flotilla 16-12 |



L-R , DCDR Robert Stauffer, Peter Ferranti, Robert Joyce, Joseph Macri, Kim Cole

VESSEL SAFETY CHECKS

- | | | |
|-------------------------|---------------------|----------------|
| 1 ST . PLACE | JAMES GLADSTONE JR. | Flotilla 20-12 |
| 2 ND PLACE | THOMAS R. McINNES | Flotilla 18-07 |
| 3 RD PLACE | RICHARD L. STONE | Flotilla 24-01 |

MEMBER TRAINING

- | | | |
|-----------------------|---------------------|----------------|
| 1 ST PLACE | KENNETH L. RENNER | Flotilla 18-14 |
| 2 ND PLACE | DAVID E. CHRISCO | Flotilla 18-05 |
| 3 RD PLACE | PAUL H. SHOOSHANIAN | Flotilla 18-11 |



L-R , DCDR Kristin Sexton, Jame Gladstone, Ken Renner, Paul Shooshanian, DCDR Villeneuve, David Chriso

HEALTH SERVICES

- | | | |
|-------------------------|--------------------|----------------|
| 1 ST . PLACE | DAN IGLESIAS, M.D. | Flotilla 20-09 |
| 2 ND PLACE | RAY C. ROBERTS JR. | Flotilla 18-11 |

COAST GUARD ADMINSTRATIVE SUPPORT

- | | | |
|-----------------------|----------------------------|----------------|
| 1 ST PLACE | BRUCE A. VAN WIEREN | Flotilla 22-07 |
| 2 ND PLACE | LINDA H. HEASEL | Flotilla 20-19 |
| 3 RD PLACE | NANCY S. McKEE
MARSHALL | Flotilla 26-04 |



L-R , Ray Roberts, DCDR Tim Meno, Nancy Mckee-Marshall, Lynn Heasel, DCDR Bruce Van Wieren

Continued on Page 24

BEST DIVISION PUBLICATIONS|

1ST PLACE DAN IGLESIAS, EDITOR DIVISION 20

BEST FLOTILLA PUBLICATION

1ST PLACE DAN IGLESIAS, EDITOR Flotilla 20-09

BEST DIVISION WEB SITE

1 ST PLACE	BRUCE M. SHOFFNER, WEB MASTER	DIVISION 16
2 ND PLACE	AGNES K FELDMAN, WEB MASTER	DIVISION 26
3 RD PLACE	CRAIG J. LEWIS, WEB MASTER	DIVISION 30

BEST FLOTILLA WEB SITE

1 ST PLACE	MARY S. COUTURE, WEB MASTER	Flotilla 26-01
2 ND PLACE	HARVEY R. LARABELL, WEB MASTER	Flotilla 24-08
3 RD PLACE	ROBERT C. WERTZ, WEB MASTER	Flotilla 26-06

9CR AUXILIARIST OF THE YEAR

Frank Homola

NATIONAL COMMODORES ACHIEVEMENT AWARD, 50 YEARS OF SERVICE

Flotilla 16-15

Flotilla 16-12

FLOTILLA AWARDS

FLOTILLA GROWTH AWARD

1 ST PLACE	FLOTILLA 16-12	BRUCE HAMMANN, FC
2 ND PLACE	FLOTILLA 30-07	RAOUL C. LUFBERY SR., FC
3 RD PLACE	FLOTILLA 26-08	GEORGE W. ODDY, FC

MERITORIUS FLOTILLA

1 ST PLACE	FLOTILLA 16-12	BRUCE HAMMANN, FC
2 ND PLACE	FLOTILLA 20-11	LEONARD M. FASHOWAY, FC
3 RD PLACE	FLOTILLA 16-15	ANTHONY J. BENDER, FC

COMMODORES CERTIFICATE OF APPRECIATION (SYMPOSIUM TEAM)

Commodore Bob Colby
 Mark Cole
 Mike Boshaw
 Bud Nusly
 Mary Cottrell
 Kim Cole



Boy Have Things Changed

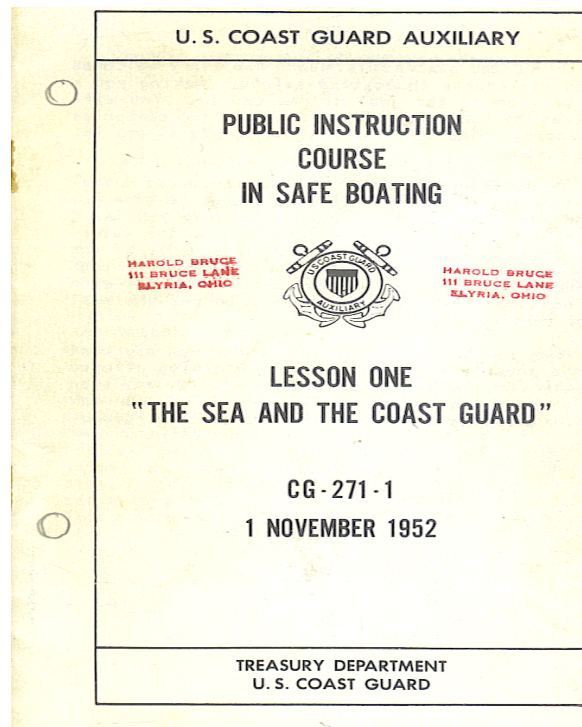
by Lynn Heasel, 9CR Historian

Would you believe that at one time our Public Education books looked like this, 5 ½' by 7 ½" and 8 pages long? It talks a lot about the science of the seas and ends with a plug for the Auxiliary.

You may notice the CG was under the Treasury Department in 1952.

I will share other of these PE books with you as I scan and read them.

Please – save anything that is from the past of the Auxiliary, your Flotilla, Division or District. I will be happy to pass the information on thorough the Mainstream. The more we learn about our past the more we can appreciate just how far the Auxiliary has come and how hard our “Old Time” members worked to bring us to where we are today.



Final Steps for Crew / Coxswain Qualifications

By: Paul Shooshanian, Chief QE Coordinator

To help everyone understand the qualification process the following standard will be used for the paperwork that is submitted through the mentoring system.

1. The Crew / Coxswain Mentor Tracking Form will have page B1 completed correctly, the names and initials of the mentors involved with the candidates training must appear here.
2. All individual signoffs on the Mentor Tracking Form's following pages will be initialed and dated, no line-through will be accepted.
3. AuxData will be reviewed by the QE Coordinator for required entries such as BQ status, ICS classes, TCT, etc. If all of the stated requirements are not met No Check Ride will be authorized. It is therefore in the candidates' best interest to have everything in order before the paperwork is submitted. The documents that are submitted on the candidates' behalf, by the QE, will be stored at the controlling Sector Unit.

As with everything there are exceptions. Auxiliarists in AP status may perform and have signed-off all tasks that must be completed to earn the qualification of Crew. The paperwork will not be processed until the Crew candidate is listed as “BQ” status in AuxData.

This year I have asked all of the QE's to check the facilities that they are on for check rides, for all of the required equipment that is to be on board per District standards. Most of the equipment should be covered during the pre-underway briefing. This is being done as a double check to make sure that all of our non standard boats have the same type of standardized setup.



Admiral Robert J. Papp

Commandant
US Coast Guard

Commandant of the U.S. Coast Guard on May 25, 2010. He leads the largest component of the Department of Homeland Security (DHS), comprised of 42,000 active duty, 8,200 Reserve, 8,000 civilian and 31,000 volunteer Auxiliarists.

The Coast Guard is “Semper Paratus” – Always Ready – to use its distinctive blend of military, humanitarian and law enforcement capabilities to save lives and property at sea, protect and maintain our ports and maritime transportation system, secure our borders, respond to natural disasters, protect our marine environment and defend our Nation. The Coast Guard is also America’s oldest continuous seagoing service and one of the Nation’s five armed services. We trace our history back to August 4th, 1790, when the first Congress authorized the construction of ten vessels to enforce tariff and trade laws and to prevent smuggling. Our people are committed to the Coast Guard’s core values of Honor, Respect and Devotion to Duty.

As a flag officer, Admiral Papp served as Commander, Coast Guard Atlantic Area, where he was operational commander for all U.S. Coast Guard missions within the eastern half of the world and provided support to the Department of Defense; as the Chief of Staff of the Coast Guard and Commanding Officer of Coast Guard Headquarters; as Commander, Ninth Coast Guard District, with responsibilities for Coast Guard missions on the Great Lakes and Northern Border; and as Director of Reserve and Training where he was responsible for managing and supporting 13,000 Coast Guard Ready Reservists and all Coast Guard Training Centers. Admiral Papp has served in six Coast Guard Cutters, commanding four of them: RED BEECH, PAPAW, FORWARD, and the training barque EAGLE. He also served as commander of a task unit during Operation ABLE MANNER off the coast of Haiti in 1994, enforcing United Nations Sanctions. Additionally, his task unit augmented U.S. Naval Forces during Operation UPHOLD DEMOCRACY.

He is a 1975 graduate of the United States Coast Guard Academy. Additionally, he holds a Master of Arts in National Security and Strategic Studies from the United States Naval War College and a Master of Science in Management from Salve Regina College.

Admiral Papp is the 13th Gold Ancient Mariner of the Coast Guard. The Gold Ancient Mariner is an honorary position held by an officer with over ten years of cumulative sea duty who has held the qualification as a Cutterman longer than any other officer.

Admiral Papp is a native of Norwich, Conn. He is married to the former Linda Kapral of East Lyme, Conn. Admiral and Mrs. Papp have three daughters, and one granddaughter.



Rear Admiral Michael N. Parks

Commander
Ninth Coast Guard District

Rear Admiral Michael N. Parks assumed duties as the Ninth Coast Guard District on March 19, 2010, after serving as the Deputy Director of Operations for Headquarters United States Northern Command. The Directorate of Operations serves as the principal advisor to the U.S. NORTHCOM Commander on all operational matters, providing strategic guidance to plan and execute U.S. NORTHCOM missions within the area of responsibility; including land, maritime, and Homeland Defense air operations as well as Defense Support to Civil Authorities.

Rear Admiral Parks was previously assigned as the Chief of Staff for the United States Coast Guard Atlantic Area, an area that encompasses the eastern half of the world from the Rocky Mountains to the Arabian Gulf.

Rear Admiral Parks is a 1982 graduate of the United States Coast Guard Academy where he received a Bachelor of Science degree in Government. In 1994 Rear Admiral Parks attended George Washington University, where he earned a Master of Public Administration degree. In 2004 Rear Admiral Parks was selected and attended the National War College in Washington, D.C., where he received a Master of Science in National Security Strategy and Policy. Rear Admiral Parks' afloat assignments include serving as Commanding Officer, Coast Guard Cutter GALLATIN, Charleston, S.C., Coast Guard Cutter LEGARE, Portsmouth, Va., Coast Guard Cutter MATAGORDA, Miami, Fla., and Coast Guard Cutter POINT DIVIDE, Newport Beach, Calif. Rear Admiral Parks also served as Executive Officer aboard Coast Guard Cutter VENTUROUS, and Deck Watch Officer aboard Coast Guard Cutter DECISIVE, both home ported in St. Petersburg, Fla.

Rear Admiral Parks' staff and ashore assignments have included serving as the Chief of Response and Chief of Staff in the Coast Guard Ninth District in Cleveland, Ohio; Senior Operations Center Controller in 11th Coast Guard District in Long Beach, California; Aide to the Vice Commandant at Coast Guard Headquarters; Congressional Fellow for U.S. Senator John Breaux (D-LA) in Washington, D.C.; and as Chief of the Coast Guard's Command and Operations School at the Leadership Development Center at the Coast Guard Academy in New London, Connecticut.

Rear Admiral Parks' personal awards include three Legions of Merit, three Meritorious Service Medals, six Coast Guard Commendation Medals, two Commandant's Letter of Commendation Ribbons and various service and unit awards.

Update-ICS/IS Auxiliary Course Offerings

Joseph D Macri, ADSO-MS, FSO-PB,20-03

The ICS courses Auxiliarists have been required to take have been modified. Over the years, as lessons are learned and practices are refined, changes have been made to the core ICS 100, ICS 200, ICS 700 and ICS 800.

Here are the current listings:

ICS 100- now replaced by IS 100a.

This is NIMS compliant and is designed to provide an overview of the Incident Command System.

It is supplemented by specialties such as IS 100HC –for Health Care workers, IS 100 HE, for Higher Education, IS 100 for Law Enforcement, IS 100 PW for Public Works IS 100 FW for Federal Workers and IS 100 SC for schools.

ICS 200-now replaced by IS 200a.

This is also NIMS compliant and is designed for those personnel likely to have a supervisory role on in an ICS setting by discussing Single Resource and Initial Action Incidents.

ICS 700 (NIMS) now replaced by IS 700a.

It also is supplemented by IS 701a- Multi Agency Coordination, IS 702-NIMS Public Information System, IS 703a Resource Management, IS 704-Mass Communication and Information Management and so on.

ICS 800now replaced by IS 800b.

This is still National Response Plan Framework but was updated 04FEB08. Supplements include IS 801-Emergency Support Functions, IS 802-Communications, IS 803-Public Works, IS 804-Firefighting, IS 805-Emergency Management and so on until IS 814.

Updates are published on the FEMA-Emergency Management Institute website, training.fema.gov. Go to Independent Study-ISP course lists for the latest information.

Lake Erie Tides?

by: Maryann Gregoria



May 8th, 2010, was a very windy day with a sustained wind speed of 40 knots and gusts of 48 knots on Lake Erie. If your boat is on the east or west coast you know about tides. While we don't have tides in Lake Erie, we do see a substantial change in the water depth. We can see the water depth change over three feet, in just a few hours. On Saturday, the water fluctuated from 572.56 feet to 568.69 feet above sea level or about 3.2 feet. Then on Tuesday, May 11, the lake level was 573.63 feet above sea level for a difference of 4.94 feet from Saturday. This is due mostly from the sustained wind speed and, of course, the water depth on west end of the lake. We, who boat in this area, always refer to the water fluctuation as the Lake Erie Tide. We find the use of

spring lines, the most important lines on our boats. As you know it can stop your boat from hanging up on the dock. Just last year, when my husband and I were at the marina, a local boat owner, came over to borrow a pump from the marina owner. The man's boat became lodged under a dock and took on water, after the water had come back in. Yes, we saw a sailboat resting her bow pulpit on the dock and some with outdrives on the rocks.

As you can imagine, after one season of boating in this area you start to believe that we do have a tide on Lake Erie. The average depth of Lake Erie is 62 Feet, with a maximum depth of 210 feet, on the east end of lake. It is the shallowest of the Great Lakes compared to its sister lakes. In the Gibraltar area, the water datum is less than 10 feet, unless you are in a channel. About six miles out, around the Detroit River light, you start having a water depth of about 20 feet, unless you are in a channel.

As the photos show, some boats just sat on the bottom at the dock, these boaters knew that the Lake Erie Tide can



be a factor in proper tie up. So check on your boat! You can see that the improper length of lines at dock can lead to trouble. Don't let your boat be hung up.



Photos were taken at Gibraltar Boat Yard in Gibraltar, Michigan, on May 8, 2010, by Maryann Gregoria.

Check your local Area for water depth
<http://glakesonline.nos.noaa.gov/monitor.html>

9CR DISTRICT BRIDGE

J. Smith District Commodore
 L. Chenevert District Chief of Staff
 R. Marshall District Captain-North
 R. Martin District Captain-Central
 J. Gregoria District Captain-South
 W. Cottrell Immediate Past DCO

DIVISION CAPTAINS

R. Stauffer Division 16
 M. Villeneuve Division 18
 T. Meno Division 20
 B. VanWieren Division 22
 K. Sexton Division 24
 D. Jasinski Division 26
 C. Broberg Division 28
 T. Engrav Division 30

DISTRICT STAFF

R. Shafer Aviation
 E. Lacy Communications
 R. Martin Communications Services
 R. View Finance
 R. View Information Systems
 A. Whelan Legal
 T. Hallock Materials
 K. Cole Marine Safety
 K. Renner Member Training
 B. Pryjmak Operations
 R. Roberts Navigation Systems
 R. Birdsall Public Affairs
 J. Socha Publications
 L. Bauer Public Education
 M. Villeneuve Personnel Services
 M. Cole Program Visitor
 R. Ives State Liaison
 R. Parzych Secretary
 R. Howard Vessel Examination
 W. Mueller ASC-Sector Sault St. Marie
 D. Husband ASC-Sector Detroit

ASSOCIATION PRESIDENTS

J. Zamborowski President Past
 Captains' Association
 C. Hikade President AUXOP
 Association

LIAISONS/COORDINATORS

P. Shooshanian QE
 A. Plaehn Aux. Testing Admin
 K. Kole Marine Safety Office
 L. Chenevert Civil Rights
 Counselor
 L. Heasel Historian
 L. Chenevert Power Squadron
 M. Simoni Homeland Security
 Liaison
 J. Martin Diversity Advisor
 D. Jasinski Coastie
 R. Ives DNR & BLA Liaison
 R. Birdsall NSBW Chair
 J. Macri Contingency Planning

COMMODORE'S AIDES

R. Nusly D/AA
 N. Pryjmak D/AD
 J. Colby D/AD

*IMPORTANT DATES***2010**

July 30-Aug 8 Coast Guard Festival
 Grand Haven

Aug 24-29 National Conference (NACON)
 Phoenix, AZ

September 9-12 Fall Conference
 Lansing, MI

By November 1 Division Elections

By November 30 Flotilla Elections

The "*Mainstream*" is published four times per year by the Ninth Central Region, United States Coast Guard Auxiliary, John Socha, Editor, at no cost to the US Coast Guard or the Government. Mail articles to 7242 Flamingo, Algonac, MI 48001 Phone 810-794-5298, E-mail sochajohn@hotmail.com. ©2010 USCGAUX 9CR, Jerri Smith, District Commodore; Llorens Chenevert, District Chief of Staff; Joseph Gregoria, District Captain (South), Richard Martin, District Captain (Central); Russell Marshall, District Captain (North).

Confidentiality Notice: PRIVACY ACT OF 1974: The disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act of 1974. The subject Act, with certain exceptions, prohibits the disclosure, distribution, dissemination or copying of any material containing the home address, home telephone number, spouses names, and social security numbers, except for official business. Viola-