

# NAVIGATOR

 THE U.S. COAST GUARD AUXILIARY MAGAZINE



## COMING NEXT ISSUE ...

HAPPY 70TH ANNIVERSARY,  
COAST GUARD AUXILIARY!

AIM students carrying their luggage, begin the week  
by running to cadet Chase Hall dormitories. Story on page 10.



Photo by Tom Nunes, Flotilla 10-8, East Valley, Arizona



# NAVIGATOR

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### DEADLINES

- SUMMER: July 1
- FALL: October 1
- WINTER: January 15
- SPRING: April 1

Guidelines for submissions of editorial and photographic content are online at [www.auxpa.org/navigator](http://www.auxpa.org/navigator). Please send editorial and photographic submissions to: [navigator@auxpa.org](mailto:navigator@auxpa.org)



**ON THE COVER:** Division 15, hosted Eighth District, Western Rivers', annual SAR competition on Lake Dardanelle in Russellville, Arkansas. Teams competed in a variety of events with the winners taking home awards and bragging rights. Competing in the fire drill is the team of (left) Dirk Homan, Flotilla 81, East Peoria, Illinois; (right) Bill Slusser, Flotilla 85 Peoria, Illinois; and on the hose at the far end of the dock is Chad Wiehe, Flotilla 83, Hannibal, Missouri. Read more on page 28.

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# DEFINING PERFORMANCE



COMMODORE  
**NICHOLAS  
KERIGAN**  
NATIONAL  
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## ON THE WEB

You can go to the National Commodore's page at [www.auxnaco.org](http://www.auxnaco.org) and [i-naco.blogspot.com/](http://i-naco.blogspot.com/) for more information on the U.S. Coast Guard Auxiliary

**W**e need to eliminate boring jobs in the Auxiliary and consider the following:

- Ownership
- The Authority to Think
- Responsibility for the Outcome
- Measuring Results

## OWNERSHIP

Ownership means having a sense of personal responsibility for something. Each volunteer should be able to say of his assignment, "This is my responsibility." Today's volunteers are less interested in making long-term commitments than before, so short-term, specific projects are important in attracting volunteers.

## AUTHORITY TO THINK

An individual should not only do a job, but should play a part in deciding how to do it. Leaders sometimes resist letting new members think, believing it's easier to plan for him or her. But, as each learns his/her role, doing only what someone else assigns dilutes their feeling of pride and saps motivation. They lose interest and the likelihood of their leaving the Auxiliary increases.

Leaders don't abdicate responsibility for ensuring good results, however. Volunteers can't be without guidance, doing whatever they think is best. All need to be working toward a set of coordinated and agreed-upon goals. Involving members in the planning and deciding process promotes a sense of collaboration.

## RESPONSIBILITY FOR RESULTS

People need to know the desired goal of a project or mission, and be responsible for the results of their work. Most Auxiliary tasks are not defined in terms of results. Instead, they merely list a series of activities. Results are hardly mentioned. Fragmented responsibility causes individuals to lose sight of the goal, frequently leaving it poorly and ineffectively achieved. Consequently, members become bored.

It may be difficult to define a task in terms of performance. For example, a member may be told that a task of the Recreational Boating Safety Visitation Program is to spend three hours per month visiting marinas and filling racks with Auxiliary literature. This states an activity. No result is specified, and if

the activity doesn't achieve much, we shouldn't be surprised.

Instead, ask, "What is the desired outcome of the Visitation Program?" The answer defines the result: "To see a growth in the number of new members and people who say they took an Auxiliary public education course after picking up a brochure at a marina." By defining the desired result, we offer a challenging and worthwhile performance goal.

Defining tasks in terms of performance helps meet the need for a sense of accomplishment. It helps people feel their activity is valuable. It also helps the Auxiliary operate more effectively. When people know what they are supposed to accomplish, they are more likely to achieve it. It makes sense that we should let people know their goals, and then hold them accountable for achieving those goals.

## MEASURING RESULTS

Decide how to measure performance or it will be impossible to know how well an individual or group is doing. Many leaders fail to measure performance, thinking that doing so will discourage volunteers, but if people can't tell whether they are succeeding or failing, they lose interest. There is also little incentive to try a different course of action if you don't know whether the present one is working.

It's easy to measure whether people meet their commitments or are on time. We keep track of hours and contacts made, but, these tend to lack any real meaning because they do not tell us whether the hours and contacts accomplished anything. They do not indicate a result.

People need to be involved in deciding what information is needed to tell them whether they are succeeding, and how this information can be collected. Set targets, then encourage members to exceed them; even set records.

Some members may devote a hundred hours a month to the Auxiliary; others only a few hours. All service is important. Whatever the contribution, their time and energy should produce measurable performance.

And, while we are at it, let's strike a balance between what we do for the Auxiliary and the needs of our family, friends and communities.

*Semper Paratus.* 🇺🇸



# NAVIGATOR

The official magazine of the  
United States Coast Guard Auxiliary  
[www.cgaux.org](http://www.cgaux.org)

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# WHERE DID YOUR COPY GO?

What did you do with your old copy of *NAVIGATOR*? Did it become landfill in some municipality? We hope not. Each issue is packed with interesting stories, inspiring personalities and exciting photographs of Auxiliarists involved in real-life missions across the globe.

How about placing your old *NAVIGATOR* in a doctor's office, auto repair center, tire store, salon, spa, or any location where people sit and wait? If a young person thinking about serving his country picks it up, he'll learn how a few years as a volunteer in the Auxiliary can prepare him for OCS, the Academy, or the job market. If someone looking for a new career reads it he'll learn how Auxiliary training and volunteer service can give his résumé a big bang. Someone just retired and looking for a second career or a way to share a lifetime of experience might read it and find out that the Coast Guard has a need for that experience.

So, please don't throw away your old *NAVIGATOR* magazines. You never know who'll read it next.

## Maryland Governor Honors Auxiliary

On April 20, 2009, Auxiliarists in Divisions 21, 22, 23, 24, and 25, Baltimore/Potomac, were honored by Maryland Governor Martin O'Malley's Office on Service and Volunteerism. The group was chosen from 311 nominations as winner in the National Service category of the Governor's Volunteer Service Awards. Ordice Gallups, Flotilla 23-6, placed the Auxiliary in nomination with the following recommendation:

"There are 1,271 members of the United States Coast Guard Auxiliary in Baltimore's sector, covering Maryland, District of Columbia and Northern Virginia. They contribute thousands of hours of volunteer service to the State of Maryland. The U.S. Coast Guard Auxiliary works very closely with the Maryland Department of Natural Resources and other state and local agencies. Their activities include public

service in the Chesapeake Bay and navigable rivers on the Atlantic Coast. They are involved in boater education and safety, search and rescue, emergency towing, air flights, radio watch-standing, pollution investigation, and most activities of the United States Coast Guard."

Bob Birrane, Auxiliary District Captain, Annapolis, Maryland, joined U.S. Coast Guard Captain Brian Kelley, Commander, Coast Guard Sector Baltimore, in accepting the award of a silver plate on behalf of the Auxiliary.

BY **CONNIE COSGROVE**, FLOTILLA 23-6, DRUM POINT, MARYLAND

## Auxiliary Aviator, Matt Zackman, Graduates From Officer Candidate School

Native Long Islander and former Auxiliary Aviation (AUXAIR) co-pilot Matthew Zackman was commissioned recently as a member of the officer corps of the United States Coast Guard.

Zackman attended Embry Riddle University and joined the Auxiliary in 2007 at the age of 26. "My grandfather was in the Auxiliary in Rockland, Maine, twenty years ago," he said. "I wanted to work on flight certification and knew the Auxiliary could help me do that. I used a search engine on the Internet and hooked up with the West Islip unit."

It's difficult for someone who doesn't have his own plane to get certified, but it wasn't long before Zackman qualified as Observer, then co-pilot, thanks to his AUXAIR unit. "Peter Stauffer was a great mentor, and Dean Fawley owned the plane in which I got the most experience, but the whole unit took me under their wing and made sure I had all the opportunities. Officer Candidate School



AUXAIR copilot Matthew Zackman

(OCS) was first mentioned by recruiters in Cape Cod, but it was after I attended Auxiliary flight training in Pensacola,

Florida, that I made the decision to go for it."

Zackman is quick to credit his Auxiliary service with giving him an advantage in getting into OCS. "The whole unit was behind me and when I was honored as their Auxiliarist of the Year in 2007, I was able to put that on my application."

Zackman says the leadership skills he learned in the Auxiliary were also important in his success at completing OCS. "OCS was boot camp on steroids. I had an advantage because I learned in the Auxiliary how to work as a team and respect the opinions of others."

His ambition is to attend flight school at Naval Air Station Pensacola. "Flying is the most important thing for me; it's what I have worked for. It's my goal." For now Zackman's first billet is the Coast Guard's Marine Safety Unit in Port Arthur, Texas.

STORY AND PHOTO BY **FRANK GRANATI**, AUXILIARY AVIATION STATION ISLIP-MACARTHUR, LONG ISLAND, NEW YORK



## John Collins Honored by the Air Force

John Collins, Flotilla 43, Marblehead, Massachusetts, was honored with the Air Force's Commander's Award for Public Service. Collins is the Massachusetts Director for Bugles Across America, a charitable organization that provides buglers at the funerals of veterans of the U.S. military. In 2008 Collins sounded Taps at 390 funerals.

Collins' service began with his involvement with the Honor Guard at Integrated Support Command, Boston. "I don't have any real authority over the Honor Guard but since there is no formal training and the team is made up of mostly new people, they rely on me for instruction and guidance. I start them out with Flag Folding-101," he said.

BY MICHAEL MCCORMACK,  
FLOTILLA 65, FAIRHAVEN, MASSACHUSETTS



Photo by Michael McCormack

John Collins teaches flag protocol to Honor Guard member PO2 Michael Alexander.

At Flotilla 43 he instructs part of the basic boating skills course and assists at functions at Station Gloucester. John also plays in the New England

Brass Band, a British-style brass band whose conductor is Steve Bulla, the arranger for the Marine Corps Band in Washington.

## Steinmeyer Honored by Crew of the Eagle

Arthur Steinmeyer, Flotilla 91, Springfield, Massachusetts, was honored with a Letter of Appreciation and Squareriggers Certificate. The presentation was made by USCG Captain J. C. Sinnett, on board the USCG Cutter Eagle while at anchor in Cassis, France. Auxiliarist Steinmeyer was thanked for his service to the Eagle from 1998 to 2009 which included 361 days underway as a Navigator of the Watch. His volunteer service represents 8,760 hours aboard the Eagle while he journeyed over 49,000 nautical miles, visiting 14 countries on three continents.

As Navigator of the Watch, Steinmeyer was responsible for assisting the Underway Officer of the Deck in the safe navigation of the Eagle. He was a proactive trainer and key instructor for the Eagle's navigation and seamanship program, teaching visual, radar, celestial and electronic navigation, bridge team management, collision avoidance, Team Coordination Training and piloting. His students included 115



USCG photo by PA1 Thomas McKenzie

At anchor in Cassis, France, Arthur Steinmeyer is congratulated by the crew for his 12 years service aboard the Eagle.

recruits of Recruit Company N-152, several Officer Candidate School classes, hundreds of Coast Guard Academy cadets and 50 members of the USS *Constitution*.

Regarding his last deployment on the

Eagle, he said, "It has been an honor and a privilege to serve alongside the finest group of professional mariners in the world." Steinmeyer will remain active in District 1, Western Massachusetts, as a Coxswain and Instructor.

THE STORY IS BY MICHAEL MCCORMACK, FLOTILLA 65, FAIRHAVEN MASSACHUSETTS.

# 2009 International Boating & Water Safety Summit

The 13th Annual International Boating and Water Safety Summit (IBWSS) was held at the Bay Point Marriott Resort, Panama City Beach, Florida, April 20-22, 2009. Hosted by the National Water Safety Congress and The National Safe Boating Council, the event drew nearly 400 boating and water safety professionals and volunteers from organizations across the United States, Canada and Europe who met to network, learn, and share information to improve nearly all aspects of boating and water safety on an international scale. Included were the U.S. Coast Guard and the Auxiliary, United States Power Squadron, BoatU.S., safety advocacy groups, state and government agencies, educational institutions, boat and boating equipment manufacturers and suppliers, most of which had vendor booths and displays. Major sponsors of the event were Boat Ed, Rotonics Manufacturing Inc., Bombardier Recreational Products Inc., Stearns-Coleman and Mustang Survival. A networking room was provided by Houston Safe Boating Council Inc. and TruePath Association Partners LLC.

The three-day conference offered an initial day of presentations followed by two days of concurrent breakout sessions that focused on five perspectives: education, law enforcement, outreach, hydro/public safety and risk management.

Since the conference facility was next to navigable water, Coast Guard Station Panama City dispatched a 41' utility boat with personnel aboard who demonstrated nearly 80 different night visual distress signals donated by BoatU.S. The crowd applauded the brighter SOLAS-approved flares and the new red or green laser "electric flares." The Marriott's beach and swimming pool supported on-water skill-based development



classes with personal watercraft, kayak and life jacket demonstrations.

Among the Summit speakers was Coast Guard Lieutenant Commander John Taylor who presented a breakout session exclusively about "America's Waterway Watch" (AWW). His point was that the national response center (877-24-WATCH) today receives a fraction of the suspicious activity calls it received just after the events of September 11, 2001. Recalling the bombing of the USS Cole, LCDR Taylor stressed that any single boat can inflict serious damage on our waterways. He explained that 19 states now ship AWW material with boat registration decals and pointed out that members of the Auxiliary can order the training and public DVDs from the National Supply Center

and include them with Recreational Boating Safety Outreach and Public Education. He suggested that AWW is a key component of the Coast Guard's small vessel security program.

"Kids Don't Float" is a national water safety education program that teaches high school students about water safety and PFD use who then teach elementary school students the same skills, adapted to their age level. The program is mandated by law in Alaska. In a breakout session in which she was the speaker, Megan Piersma, Education Specialist for Alaska's Office of Boating Safety, said that the objective for the program in her state is to "change the culture" about life jacket wearing among youth. She explained that Alaska's 1-hour course is an interactive session, not a lecture, that involves the children in activities such as a make-believe canoe tip over. Give-away items reward good attention and match the age group and a class teacher evaluates the course. Piersma's efforts resulted in "Loaner Boards" or kiosks at state boat ramps where par-

*"A good instructor makes all the difference. Our instructors need to inspire people to learn. Our Public Education course content must challenge the pervasive 'got to have it now' mentality that is partially attributable to a 15% decline in public education. A vibrant, enthusiastic instructor can deliver face-to-face education that inspires the learning process."*

— COMMODORE ROBIN FREEMAN





Captain Rizzo, Bill Petritz, and Commodore Freeman.

ents can sign out a suitable life jacket for their child then replace it upon return.

Another IBWSS speaker acknowledged that nearly 90% of drowning deaths were attributable to not wearing a life jacket, while another speaker estimated that less than five percent of adult boaters on open motorboats wear a life jacket. These last two observations led to the "Wear It" campaign which encourages boaters always to wear a life jacket.

A highlight of the Summit for local Auxiliarists was the chance to sit down with Captain Mark Rizzo, the Coast Guard's lead officer for the Auxiliary and for Boating Safety; and Commodore Robin Freeman, who leads the Auxiliary's three departments for Boating, Education and Vessel Examination. In a discussion, Captain Rizzo and Commodore Freeman pointed to the Auxiliary's need to focus on prevention through more passion for the five existing outreach programs. "It is imperative that the Auxiliary, our boating safety partners and other organizations support and contribute to achieving the goals of the Recreational Boating Safety Strategic Plan," said Captain Rizzo. "With a team effort, I am confident we can further reduce recreational boating deaths and injuries. As with



Captain Mark Rizzo and Commodore Robin Freeman wearing their life jackets and checking out the IBWSS displays.

any strategic plan, its implementation and follow-up are the most difficult parts."

With the rise in fuel prices, many boaters simply did not use their boats in 2008. An unintended consequence of not using a boat can be failed equipment and out-of-date safety gear. Future vessel safety checks should be ever more vigilant in a helpful way. Captain Rizzo stressed that professionalism is critical, especially in regards to the examiner's knowledge of federal and state equipment regulations. He advocates that vessel examiners wear the Operational Dress Uniform (ODU) or the Sector-approved version of the ODU in preference to a casual appearance that is less professional looking. Freeman agreed and added that VEs wear only current uniforms.

Freeman is an advocate of passionate instructors. "A good instructor makes all the difference. Our instructors need to inspire people to learn. Our Public Education course content must challenge the pervasive 'got to have it now' mentality that is partially attributable to a 15% decline in public education. A vibrant, enthusiastic instructor can deliver face-to-face education that inspires the learning process." Captain Rizzo and Commodore Freeman concur: "We must practice what we

teach. When on a boat performing a vessel safety check, wear your life jacket. When teaching, wear your life jacket. When staffing a boating safety booth, wear your life jacket. Set an example. Set the expectation that you wear it when on the water." Freeman added, "Match the jacket to your body size and purpose of boating. The highly buoyant life jacket is less suitable than another type or design that the boater will actually wear."

The CG Auxiliary's recreational boating safety programs must play an increasingly more effective role in preventing deaths and accidents on the water. These five tasks are an integral part of the modern Auxiliary and its role in the RBS Strategic Plan. As Auxiliarists, we must passionately promote public education, vessel safety checks, "Wear It" campaign, BUI avoidance, and America's Waterway Watch messages. 🌀



Paddleboat demo at the Marriott pool.



AIM students get sworn in before beginning an intensive week at the Coast Guard Academy.


# AIM is n-Target

Every summer since 1955 the Auxiliary has participated in the Academy Introductory Mission (AIM) where selected high school students visit the U.S. Coast Guard Academy (CGA) in New London, Connecticut, to learn what it's like to be an Academy Cadet. "AIMSTERS" live the life of a CGA cadet in an action-packed week where reveille comes at 0600 and taps at 2200. The week provides participants with first-hand knowledge of the Academy, empowering them to make informed decisions about applying to and attending the Coast Guard Academy. Students are challenged and rewarded as they progress through rigorous academic, military, and physical training. Morning calisthenics, sailing, touring a Coast Guard cutter and aircraft, competing in athletics, and working out in the CGA's recreational facilities are included.

Many AIM candidates will apply and compete for appointments and the AIM program has introduced many Coast Guard officers to the Academy. Success at AIM is a good indi-

cator of success at the Academy. Typically, fifty percent of AIM grads earn appointments to the Academy.

Selection for AIM is holistic and examines a variety of the student's life experiences as well as the online application, including: a teacher recommendation, an essay (topic provided), and most recent high school transcript. Each student is evaluated independently and about 500 rising seniors are selected for AIM.

AIM support is provided by Coast Guard Academy Partners, an organization of Coast Guard Auxiliary members, Academy alumni, and parents of current and former cadets. Most Partners are Auxiliarists. All work together as safety observers and transport facilitators and provide assistance with various AIMSTER training. In general they do whatever needs to be done to carry out an effective, enriching experience for AIM students. A cadre of Second Class cadets conducts most AIM training. 

# TEAMWORK

On the morning of May 7, 2009, Auxiliarists from three flotillas in Connecticut's Division 24, put their teamwork training into practice when they joined, under difficult weather conditions, a multi-agency force that included municipal and state agencies and the Coast Guard to resolve a search and rescue mission in New Haven Harbor and the surrounding shoreline of Long Island Sound.

The events leading up to the mission began on the evening of May 6, 2009, when two men set out at 1900 hours on a fishing trip from West Haven, Connecticut, in a canoe. The two, ages 27 and 40, did not file a float plan. A friend of one of the overdue boaters received a call at 2200 from one of the two men who said that their craft was taking on water. It was not until 0600 hours the following morning they were reported overdue to the Coast Guard. At 0615 New Haven station launched a vessel and began searching the west bank of New Haven Harbor.

At 0730, Auxiliary member Jack Godfrey was going to work when BM-1 Shawn Brule, Chief of New Haven station, called to ask if he and a crew would get underway. Godfrey was a full time regular duty Coast Guard in the 1980s and served as Chief of New Haven Station. In fact he was an Auxiliarist prior to his joining the Coast Guard. Now out of the Coast Guard and once again an Auxiliarist, he serves as Operations Officer of Flotilla 24-3. His assignment was to assemble a crew and search the Milford shoreline to West Haven in Long Island Sound for the missing fishermen.

Godfrey called Auxiliary members Steve Weiss, Tim Mulherin, Bill Rohland and Walter Case as he drove to Milford Harbor. The water temperature was just above 50 degrees and a thick fog blanketed the area. He knew the missing vessel had no electronics, not even a VHF-FM radio. The good news was that Godfrey's Auxiliary crew was part of a group called the "winter ops" team that trained and operated in winter condi-



Flotilla 24-3's operational vessel.

tions in Long Island Sound. This special team of Auxiliarists, made up of members of various flotillas in Division 24, has been operating for about five years. That fact, combined with the condition and outfitting of a vessel called "the 73," owned by Flotilla 24-3, helped keep the risk assessment calculated by the coxswain manageable. The crew was suited in their "Mustangs" and underway within 30 minutes. It was comprised of Bill Rohland, Stratford Flotilla Operations Officer and Division Vice Commander who acted as Navigator, and Walter Case, Commander of the Stratford Flotilla; and from Flotilla 24-3, Milford, Jack Godfrey, the 73's Coxswain and Helmsman; Steve Weiss, forward watch; and Tim Mulherin, Flotilla Commander and Paddle Craft expert. Because the missing vessel was a canoe Mulherin's input was particularly valuable.

The big problem was the thick blanket of fog. What's more, the coastline between Milford and West Haven is littered with rocks above and below the surface that in some places extend to

several hundred feet from shore. The team was instructed to stay as close to the shore as possible.

The mission eventually grew to include the resources of eleven agencies, including two more Auxiliarists, Dave Wendeloski and Rob Barba from Flotilla 24-11, West Haven, who lent a hand to the crew of the Branford fireboat, aiding them with local knowledge of the West Haven coastline.

The mission concluded when the East Haven Fire Department rescued one of the missing men on a moored sailboat, and the body of the younger man was recovered by the West Haven fire department in the West Haven mooring field near Sandy Point in New Haven Harbor. A Coast Guard source reported that neither man was wearing a life jacket. The conditions surrounding this accident once again point out the ever increasing need for the Auxiliary to promote its "Paddle Craft" safety courses. With some safety precautions, perhaps this accident might not have happened. ☺

# New Auxiliarist of the Year

**M**arilyn R. Leonard, a member of Flotilla 42, Sequim/Port Angeles, Washington, has been selected as the New Auxiliarist of the Year for 2008.

Ms. Leonard joined the Auxiliary in 2006 with her husband Leo. She soon completed a challenging battery of Auxiliary qualifications that included Vessel Examiner, Recreational Boating Program Visitor and Instructor. This last qualification fit perfectly with her background as a professor of Business Administration. She said, "I believe in the Auxiliary and the great value we provide when we teach recreational boating safety." Since her enrollment Ms. Leonard has dedicated over 5,400 hours of service across several Auxiliary mission areas.

Of her many activities, two specific jobs stand out for her: aerial photographer and strategic planner. To assist the Department of Homeland Security in protecting the borders of the United States, the Coast Guard uses HH-65 helicopters to photographically map the entire Olympic Peninsula and northwest corner of the "Lower 48." Ms. Leonard spend hours strapped into a seat aerially photographing the woods, seas and rivers, discovering potential areas for illegal activities and documenting the terrain for law enforcement.

In her professional career, Ms. Leonard was nationally recognized for her work with graduate students who developed a re-organization plan for a small business in the Portland, Oregon, area. When Captain D'Andrea and his Executive Officer discovered her planning expertise, they recommended her for the District 13 Strategic Planning Council. She said, "This was a very salty group made up of some of the top movers and shakers of District 13. It was awe-inspiring to be the only Auxiliarist among them. We accomplished a lot and many of the plans we worked on are still being used today."



Photo by Peninsula Daily News, Port Angeles, Washington. Used with permission.

Marilynn R. Leonard, 2008 New Auxiliarist of the Year.

The Leonards are plank owners of Citizens Action Network (CAN) which is a unique organization that provides the Coast Guard with invaluable maritime domain awareness by closely monitoring regional coasts and waterways. She serves as manager of the CAN team for the Straits of Juan de Fuca.

Ms. Leonard estimates that she and her husband spend about 12 hours a day, six days a week, on Auxiliary activities. He is Flotilla Commander of 42, a flotilla with about 100 members that has won the District 13 Flotilla of the Year award multiple times. Meanwhile, she is the Detachment Leader of the Forks, Washington, Auxiliary unit for which she successfully recruited a diverse membership that includes tribal leaders and the Mayor of Forks. The Leonards admit giving up much of their personal life for the Auxiliary, but she says she "loves the missions and the interaction and value that the Auxiliary gives the Coast Guard."

The following Auxiliarists were finalists for selection and are congratulated for their outstanding performance: Mr. Daniel J. Garcia, Flotilla 21, Phoenix, New York; and Mr. Eleazar Escorihuela, Flotilla 74, Brandon, Florida. 🌟

New Auxiliarist of the Year Award (NAUXOY) award recognizes the most exemplary performance by an eligible Auxiliarist during the previous calendar year. Only those Coast Guard Auxiliarists who demonstrate sustained, exceptional standards of proficiency and conduct, and whose appearance and bearing are consistently impeccable, shall be considered for nomination. This award parallels the awards for the Coast Guard Enlisted Person and Civilian Employee of the Year. NAUXOY tenure shall extend from the date of their announcement as NAUXOY until the date of announcement of their successor.

#### ELIGIBILITY CRITERIA

- a. Be a member in good standing of the Coast Guard Auxiliary for no less than one year and no more than three years from initial enrollment.
- b. Demonstrate exemplary conduct.
- c. Embrace Coast Guard core values of "Honor, Respect, and Devotion to Duty."
- d. Project exceptional uniform appearance and bearing.
- e. Deliver consistently outstanding performance in terms of leadership, Auxiliary program skills, personal and work ethics, and Auxiliary

knowledge.

- f. Display superb initiative and motivation that help significantly advance themselves and Auxiliary program(s).
- g. Perform duties in outstanding fashion and achieve results of high quality, customer service, and teamwork that result in improved efficiency and effectiveness of Coast Guard Auxiliary and/or Coast Guard unit(s).
- h. Other related contributions, achievements, and awards should be included for consideration.

1916—2009

## WALTER CRONKITE

The avuncular Commodore Walter Cronkite, U.S. Coast Guard Auxiliary, passed away at the age of 92 on Friday, July 17, 2009, at his home in New York. A native of St. Joseph, Missouri, Cronkite made his mark as a World War II correspondent for United Press before joining CBS in 1950 as a Washington correspondent. He anchored the CBS Evening News for 19 years, until 1981, when he retired.

Cronkite's love affair with the sea led him to the Auxiliary. He agreed to be the featured speaker at its National Convention (NACON) in October 1977, at which time Admiral Owen W. Siler, Commandant of the Coast Guard, cited Cronkite for his advocacy and continuous support of the Coast Guard and the Auxiliary. He named Cronkite an Honorary Commodore in the Coast Guard Auxiliary, and presented him with a "scrambled eggs" service cap. In his NACON speech Cronkite said that he was "very close" to the Coast Guard and the Auxiliary "because they are close to me and that's a nice feeling to have when it's lonely and scary out there on the water." Cronkite also paid tribute to the Auxiliary's exceptional record in search and rescue. He later narrated several Coast



Walter Cronkite at the helm of USS Constitution during a sail in Massachusetts Bay July 21, 1997.

U.S. Navy Photo by Senior Chief Photographer's Mate Terry A. Cosgrove.

Guard Auxiliary training videos.

In an interview in 2006 Cronkite was asked if he ever thought about death. "When you get to be 89, you have to think about it a little bit. It doesn't prey on me, and it doesn't keep me awake nights. Occasionally, when I'm upset about something, I think, 'My gosh, I don't know if I should do this or that because I'm not sure I'll be here long to enjoy it.'" 🌀

BY DAVE JOHNSEN,

Flotilla 5-17, Waukesha, Wisconsin

### Heartland Initiative 2009

## Auxiliary Assists in Homeland Security Drill

The United States Coast Guard, Urban Areas Security Initiative (UASI) and the Port of Milwaukee sponsored a full-scale homeland security exercise in the Milwaukee Harbor on May 5, 2009.

This exercise, called Heartland Initiative 2009, simulated a water-borne terrorist attack using radioactive materials and gave participants the opportunity to exercise public health, crisis communications, tactical response, law enforcement, hazardous material recovery, port security and other emergency management capabilities. More than 350 emergency response and law enforcement workers from 30 agencies within Wisconsin and Illinois participated in the exercise.

Auxiliarists involved in the exercise were able to practice Incident Command training provided by the Federal Emergency Management Agency (FEMA). During a training session six

Auxiliarists worked at the check-in station and the communications worksite. They accounted for 38 different agencies meeting to develop the action plan to be used during the initial stages of the implementation in Milwaukee Harbor.

On May 5 twenty Auxiliarists operated check-in stations at Coast Guard Sector Lake Michigan, the communications site and the primary potential terrorist attack site at the Milwaukee Harbor shipping docks. They helped maintain the security zone around the potentially hazardous area, provided water-side platforms for the public affairs and local media personnel at the incident site and provided the boat used by the "suspects" in their attempt to escape the initial attack site. Auxiliarists kept track of more than 300 personnel and equipment from 30 different federal, state and local agencies who participated in the joint exercise. 🌀



Photo by Charlie Hill, Flotilla 5-17, Waukesha, Wisconsin

Auxiliarists Mel Flemer, left, and John van Dinter, right, checked in agency representatives participating in Heartland Initiative, 2009.



## Coast Guard Exchange System & MWR

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# Shopping the Coast Guard Exchange System

The Coast Guard Exchange System (CGES) offers quality merchandise at very competitive prices with a portion of CGES profits supporting the Morale, Well-Being and Recreation (MWR) program. Shop tax free at over 70 retail stores or at the DHS Exchange accessible online through a link on the CGES homepage [www.cg-exchange.com](http://www.cg-exchange.com).

Please be aware that Auxiliarists are authorized to shop Coast Guard exchanges only. "All Services Exchange" is operated by the Department of Defense (DoD) and unavailable to Auxiliary members. To find the Coast Guard Exchange store nearest you or shop CGES from the convenience of your home, visit our homepage and click the blue "DHS Exchange Online" link or call our Customer Service Hot Line at (800) 572-0230.



## Coast Guard Air Station Borinquen



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For a full list of MWR locations visit [www.uscg.mil/mwr](http://www.uscg.mil/mwr).



## The African Partnership Station

In January 2008 U.S. Coast Guard Lieutenant Frank Florio called from the Sixth Fleet headquarters in Naples, Italy, to report that the Navy needed linguists for an upcoming mission. He asked whether Auxiliarists might want to volunteer for specific durations. That call resulted in the Auxiliary's participation in multiple missions, one in 2008 and one in 2009.

The 2009 mission to Cameroon, Gabon, Ghana and Senegal aboard the U.S. Navy's Amphibious Transport Dock Ship, *Nashville*, was part of a series of operational and humanitarian missions to West Africa by the African Partnership Station (APS). The Station is comprised of U.S. military personnel and 70 members of the North Atlantic Treaty Organization (NATO) representing the countries of Denmark, Germany, France, Holland, Italy, Spain, Portugal, Malta, the United Kingdom and Brazil. Operational support for the West African countries benefitting from the *Nashville's* visit comes from naval instructors from the United States and Europe, and oth-

ers from the U.S. Marine Corps, Army, Coast Guard and National Oceanic and Atmospheric Administration. These teams teach skills in small engine maintenance, meteorology, oceanography, search and rescue, anti-terrorism, stress management and leadership to West African military personnel. Humanitarian efforts provide medical supplies, treatment, and training that help local doctors in their practices. The interpreter's task is to translate between the French- or Portuguese-speaking people of West Africa and the English-speaking members of APS and the U.S. military.

Members of the USCG Auxiliary Interpreter Corps were selected for the APS mission based upon the Navy's needs. In-country experience and knowledge of the culture and traditions of the counties where the applied language is spoken were essential. Most tasks required not only good knowledge of Coast Guard terminology, but also complete understanding of nautical terms and Coast Guard operational skills, as well as teaching and engineering competencies.

— **Klaus G.E. Baumann**, Deputy Director of Interpreter Support and member of Auxiliary Flotilla, 14-7, St. Augustine, Florida.



Photo by Oscar Gallo

U.S. Navy Amphibious Dock *Nashville*

# Where In the World Did They Go?

## AUXILIARY INTERPRETERS SUPPORT THE AFRICAN PARTNERSHIP STATION

### DEPLOYMENT TO CAMEROON

Rene Martin, Flotilla 35, San Pedro, California, and Oscar Gallo, Flotilla 34, South Bay/Long Beach, California, are French-speaking interpreters who deployed to Cameroon.

"Upon arrival in Douala we checked all the people who were meeting arriving passengers," Gallo said, "but found no one looking for us, even though Rene put on his Coast Guard Auxiliary cap. We took the first available hotel van to Le Méridien, as we were beset by a mob as soon as we arrived in the baggage area that became even worse when we exited the terminal. We emailed the ship to advise our location and gave

them our local cell phone numbers."

"The next morning we began our tour of duty with a two-hour transport to the ship which was lying off the port of Limbe, as the port could not handle a ship as large as the *Nashville*. Security of the ship was a major concern. There were machine guns all around the deck," Gallo reported.

An interpreter's task was to translate the instructor's lectures into French. Instruction was held at the Isongo Naval base near Limbe. Gallo reported that the class included "seven Cameroon navy, ten rapid intervention battalion (BIR) and seven Cape Verde Islands trainees."

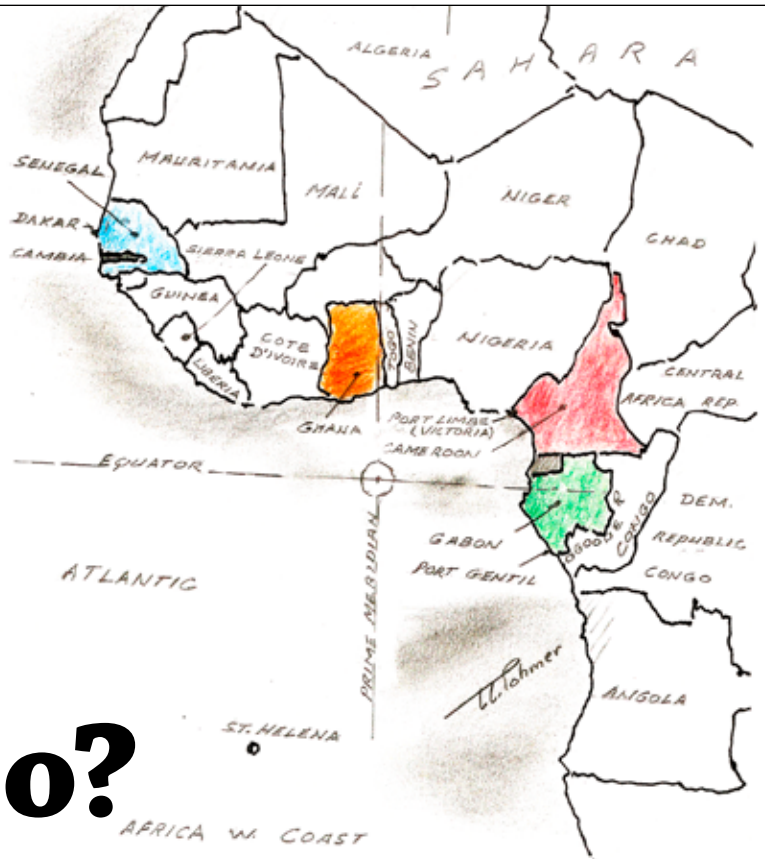


Illustration by Tim Palmer, Flotilla 73, Butler, Pennsylvania

“As there was no functional air conditioning and the classroom temperature and humidity were at their tropical best, we generally rotated an hour on and an hour off,” said Gallo. “There were Cameroon naval personnel of all ages in the classes,” Martin said. “They were very excited about learning and listened intently. On the first day, it was a bit tense as the BIR brought their loaded AK-47s into the classroom. The U.S. Navy instructor convinced them to put their weapons in a locked room out of the way.”

Martin observed that the Cameroon navy consists of only a few small Zodiacs that were broken. “Their only serviceable watercraft was a pirogue,” he said.

“Deploying for an interpreter mission is not as easy as hopping on the next flight,” said Gallo. “Preparations include inoculations for Hepatitis A and B, tetanus, yellow fever, typhoid fever, meningitis and a supply of malaria pills. Interpreters must complete Incident Command System (ICS) 100 and 700, as well as the AT1 Anti-terrorist course and Survival, Evasion, Resistance, and



**ABOVE:** Coast Guard Auxiliary Interpreters, Arthur von Pieschel and Archie Schmidt, with African Partnership graduating class from Mozambique and Cape Verde Islands.

Escape (SERE) course. Being in good physical condition is a must, as you are serving aboard a large warship, and

going from your rack to breakfast and back might involve climbing five stories. There are no elevators on warships!”







Sekondi Market, Ghana

**DEPLOYMENT TO GHANA**

Aderson de Almeida, Flotilla 63, Coconut Grove, Florida; Archie Schmidt, Flotilla 9-10, Fort Myers/Cape Coral, Florida; and Arthur von Pieschel,

**BELOW:** Ocean front in Limbe, Cameroon



Photo by Oscar Gallo

Flotilla 24-8, Gaithersburg, Maryland, deployed to Ghana with the APS mission.

Almeida and von Pieschel were assigned to interpret for the Coast Guard team teaching Maritime Operations and the Boarding Officer course. “Our students were from the Portuguese-speaking countries of Mozambique and Cape Verde Islands,” said Almeida. “They were very enthusiastic. They were awed and impressed by the sophisticated equipment we had. The courses were interactive so they were expected to ask questions and practice. Boarding Officer had practical exercises on the deck of the *Nashville* with real M16s. Being chosen to attend the training is an honor for a military officer and when they return home they are expected to pass on the knowledge they acquired, so they really paid attention. All were professional military officers and proud of their service. They wanted to leave a positive impression and did so.”

“One of the things the Ghanaian students were most interested in learning was how to defend against illegal fishing,” said von Pieschel. “We learned that eighty percent of the protein the people of Ghana get is from fish caught by the fishing fleet just on the other side of the pier where we were docked at Sekondi. The Gulf of Guinea is very rich fishing ground and a choice location exploited by the world’s commercial fishermen. Illegal fishing is a big problem for Ghana.”

Archie Schmidt was assigned to the small engine maintenance instruction. “My students were Mozambique military officers who spoke Portuguese. The instructors were U.S. Navy petty

officers who gave lectures in small engine maintenance in English and I translated. In the practical part of the lesson they had to take part of an out-board engine apart then put it back together. The Ghanaian navy has at least four 200-hp Honda outboards at the base that they were working on. There was one rigid inflatable patrol boat in the harbor and a few old ships with cannon and machine guns that seem to have been donated from other navies.”

**DEPLOYMENT TO GABON AND SENEGAL**

Roland Zwicky and Jacques Moulin, District 14, Waikiki, Hawaii, are French-speaking Auxiliaries who deployed to Gabon and Senegal with APS.

“We left Honolulu on Sunday, April 19, and about two days later we arrived in Port Gentil, Gabon, via Libreville, the port of entry into Gabon,” said Roland Zwicky. “A Navy C130 was finishing unloading when we arrived so the right people were there to get us. We loaded our stuff into a mini-van right on the tarmac and were driven to the *Nashville*. She is an impressive vessel. At some 600 ft in length, her cruising speed is 15 knots.

“We still had no idea what our task would be when we settled into our accommodations, filled out paperwork and tried to find our way around the ship. We went to town to an ATM to get some cash and look around a bit. In the evening we received our first assignment: translate a presentation given by a U.S. Marine to a class of Gabonese marines. The instructor presented the material in English, a few sentences at a time, and we translated into French on the fly.”

**TACTICAL OPERATIONS TRAINING SCENARIO: RETAKE THE WATER PUMP**

Zwicky continued: “A mini-bus picked us up at the pier at 0630 and drove us to the Gabonese navy base on the other side of town. The classrooms were spartan, but the U.S. Marine instructors brought computers, projectors, and screens. Several classes were given in separate classrooms, all with no air conditioning. Jacques and I translated in a class on infantry tactics. The Marines presented the Operations Plan and we translated it into French for the Gabonese marines. The scenario was that the fresh-water supply pumping station that provides the city of Port Gentil with water had been captured and was presently under the control of a group

of rebels of unknown strength. The objective was to recapture the pumping station. The plan elaborated on gathering intel about the rebel force, how to approach the objective, communications, tactics, etc. We translated the four-page plan, which took both of us all afternoon as there were lots of new terms for us to learn such as MSR=Major Supply Route; VICS=Vehicles; CP=Contact Point. We got back to the *Nashville* at about 1830, too late for messing, but not too late to take a minibus to town for some local grog and food.

“Minibus again at 0630. We did nearly simultaneous translation. The U.S. Marines explained how to model the Operations Plan: construct a physical model with sand to simulate terrain, rivers, MSRs, CPs, and so forth, with different colored strings (blue for rivers, red for roads). The objective of the model was to visualize geographic challenges and opportunities, and to discuss tactical issues. Having done the translation of the plan the previous day was very helpful for us when translating the various points to the Gabonese marines. Building the model, discussing the many details, reviewing the plan, looking for alternatives, and making sure

everybody understood the plan in detail took all day. Our job was to translate both ways, since there was a lot of interaction between the U.S. and Gabonese marines. We were divided into groups for the field exercise. Jacques was assigned to the rebel group and I was one of the attacking ‘good guys.’”

#### INTO THE JUNGLE

“At 0400 the bus came to get us from the *Nashville*,” said Zwicky. “One Gabonese army truck, one Gabonese federal police truck, and one Jeep took about 35 people to the objective via land. Another 16 Marines went via two inflatable boats. The two-hour ride in the back of the trucks was interesting. For the first few minutes the ride was pretty bouncy over city streets with significant potholes. At the edge of the city the convoy stopped to engage all-wheel drive. It had rained earlier and there were lots of patches under water with no clue as to their depth.”

“It was so rough,” said Jacques Moulin, “sometimes I was airborne with no part of my body touching anything!”

“As we advanced toward the objective close to a swamp,” Moulin continued, “one of the Gabonese marines reported

hearing the guttural grunt of a crocodile very close by.”

“We were about 1.5 km away from the area where we might encounter rebel reconnaissance,” said Zwicky. “It was then I sorely regretted wearing the dark-blue Coast Guard operational dress uniform. It was 90-degrees Fahrenheit and 90-percent humidity and the rebels confirmed later that they could see the interpreters from a mile away. We proceeded to the water pumping station where the marines devised a strategy to defeat the onslaught of the good guys. This was a busy time for the interpreters: forwarding suggestions from the U.S. Marine radio operator at the Command Post to the Gabonese squad leader. Alas, the rebels were pre-ordained to lose.

“At about 1300 it was time to eat our Meals-Ready-to-Eat (MREs),” Zwicky continued. “I had #24, meat loaf with mashed potatoes. Both Jacques and I thought the MREs were actually quite good. We made the 1.5 km trek back to our base, and after another bone-jarring ride we arrived back at the *Nashville* where we reviewed the day’s events and planned for the next day which was to be a repeat exercise, but with the roles reversed.



In Port Gentil, Gabon, interpreter Rene Martin discusses proper boat maintenance with Gabon military members aboard the amphibious transport dock ship *USS Nashville*. (U.S. Navy photo by Mass Communication Specialist 1st Class Martine Cuaron/Released)

“Next day Jacques and I were with the U.S. Marines in two Zodiacs and one 20-foot dinghy belonging to the Gabonese marines,” said Zwicky. “Ostensibly this would be a much more comfortable ride up the river. Oh yeah? It poured rain the entire two hours across the bay and going upriver. Nobody had rain gear, so after about half an hour water started to dribble into my boots. I used the plastic sandwich bag in my MRE to protect my camera.”

“Now and then, shallow-bottom boats passed us going up and down the river with fuel, building material, passengers, etc.,” said Moulin. “We could hardly see in front of us.”

“The American Marine radio operator at the Command Post announced our arrival and position and we started our progression toward the water pump station which was held by the rebels,” said Zwicky. “We walked along the edge of the forest for a while, and the Gabonese squad leader asked me to communicate to the American Marine with the radio his decision as to the direction from which he should attack. The message was transferred to the Command Post immediately. The Gabonese squad leader said: ‘We will walk through the mangroves in the water, alongside the river where the enemy considers it impenetrable.’ For about an hour, the jungle threw at us everything it had except animals. Then, suddenly, orders from the Command Post: ‘Climb the riverbank and wait for further orders at the edge of the forest line.’ This was not what the Gabonese squad leader had in mind, but orders are orders.”

“Gabonese TV, journalists and high officials were at the pumping station waiting for the attack. The Marines fired blanks to add a bit of realism and, of course, the “good guys” won. I felt that my skills as a physically fit interpreter were valuable.”

#### RITE OF PASSAGE

Moulin continued: “After sailing for a couple of days, we had the rare experience of crossing the Equator at the Prime Meridian, 00-degrees latitude and 000-degrees longitude! Roland and I were among the courageous ‘Pollywogs’ who participated in the traditional rite of passage shared by all seafarers the first time they cross the equator. The only thing we are allowed to say is that it left us begging Neptune for mercy and that we lost our ODU pants, a T-shirt and shoes. We are now officially ‘Emerald Shellbacks’ and have a certificate to

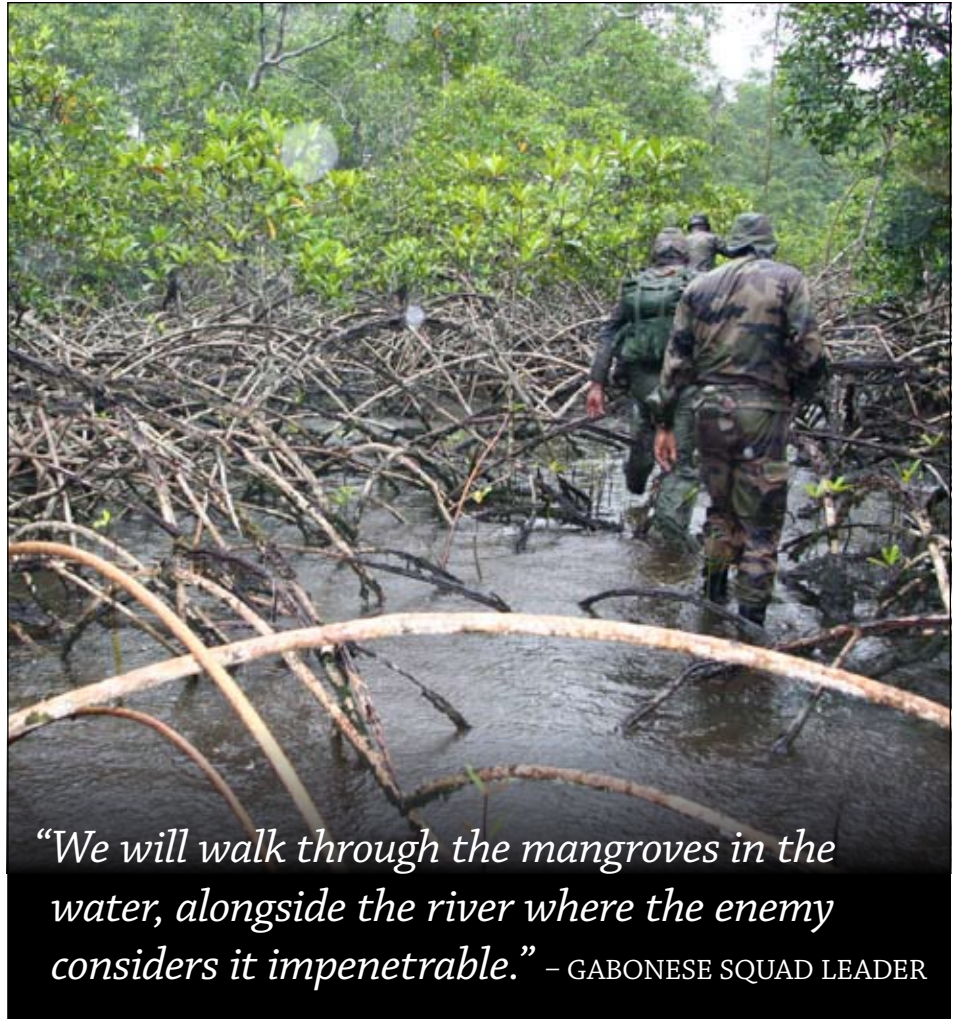


Photo by Jacques Moulin

*“We will walk through the mangroves in the water, alongside the river where the enemy considers it impenetrable.”* – GABONESE SQUAD LEADER

prove it, just in case the Ancient Order of Emerald Shellbacks wants to torment us again.”

#### THE MISSION TO DAKAR, SENEGAL

Moulin continued: “We arrived in Dakar with machine guns at the ready, but it was our cameras that did the shooting. Our visit was humanitarian rather than military, and we carried a load of medicine to the military hospital. Interpreting for *Nashville’s* Dr. Ryan Gibbons was a profound and memorable experience for me and a unique opportunity to serve.”

“The ladies in Dakar wear beautiful multicolored layers of material. They are however in dire need of help. Malnutrition seems to be prevalent, lots of goiters, skin, lung, teeth, and joint problems. Dr. Gibbons worked tirelessly, even long after the doors were supposed to be closed for the day. Every day, we brought boxes of free medical supplies, always a little short of the endless demand created by the river of people needing help. I also had the chance to interpret for U.S. Army Major Betty

Lassek and the midwife of the hospital as they used their experience and knowledge to help patients by asking a variety of questions depending on their particular situation.

“Driving back to the *Nashville* with this wonderful African Partnership team, through the crowded streets of Dakar, which is home to three million inhabitants, I contemplated the satisfaction and honor I felt helping to alleviate some of the patients’ suffering. This was certainly an experience I will never forget.”

In Senegal, Oscar Gallo interpreted the courses in Meteorology and Oceanography. He said that a problem he has been unable to solve has to do with the Rescue Coordination Center of Senegal. “One-third of the Senegalese economy is fishing. There are about 12,000 fishing boats to the navy’s 10 boats. They are eager to have the Coast Guard’s Search and Rescue software that would let them find boats in distress and accidents more quickly, and I would like to guide them to the responsible Coast Guard unit that can supply their need.” ☺

## National Safe Boating Week, 2009

# SPOTLIGHTING EVENTS FROM MAINE TO GUAM; ALASKA TO THE U.S. VIRGIN ISLANDS

**N**ational Safe Boating Week is the Auxiliary's busiest public affairs event and this year was no exception. Auxiliarists from coast to

coast promoted safe boating with their message to the public: "Boat Smart! Boat Safe! Wear It!" From Alaska to the Virgin Islands, Auxiliarists conducted vessel examinations, taught boating safety classes and set up public affairs exhibits. They invited the media to their events and asked their local and state dignitaries to declare May 16-22 as National Safe Boating Week. (NSBW)

Dan Marino, National Football League Hall of Fame quarterback, was the Auxiliary's honorary spokesman for 2009. His many video public service announcements (PSAs) promoted recreational boating safety

and National Safe Boating Week.

On May 16 and 17, at every Bass Pro Shop in the nation, except one, the "Fit to Float" campaign was promoted.

Boaters could bring in their old life jackets and trade them in for a new one, while the Auxiliary was invited to set up a table in each store to answer questions about life jackets and demonstrate the use of various models. Life jackets were on display at Kmart, Wal-Mart and West Marine stores throughout the country. There were life jacket exchanges, life jacket giveaways and even life jacket fashion parades, showing the boater the latest in personal flotation devices.

Auxiliarists in nearly all districts participated in the annual May event. Here are the highlights of NSBW 2009 by District:



**1ST NORTHERN:** Safe boating was promoted throughout New England with PSAs sent to newspapers, TV and radio stations and local cable channels. In Maine, Governor John Balducci signed a NSBW Proclamation. In Shrewsbury, Massachusetts, vessel safety checks (VSCs) were among the main activities at a Family Safe Boating Day at Lake Quinsigamond. Auxiliarists from four divisions participated in the Annual Recreational Boating Safety Day, a multi-mission event co-

sponsored by the Auxiliary and the Army Corps of Engineers. Additionally, the Auxiliary continued to promote "Wear It!" by reaching out to the paddle community in the on-going "Paddle Smart" campaign. Auxiliarists also participated in open house events at Coast Guard stations throughout the district.

**1ST SOUTHERN:** NSBW was celebrated throughout the district with mayoral proclamations, Vessel Examination Fairs, Coast Guard Open

Houses, air shows and the Fleet Week Parade of Ships, led by the 174-foot USCGC Katherine Walker. Auxiliary members in New York set up boater safety displays on Staten Island, in upper Manhattan and also at the USS Intrepid Air-Sea-Space Museum. Division 2 launched a "Kids Don't Float" life jacket loaner campaign with political representatives and the media present. Susan and Patricia Fiebich of Flotilla 72, Norwalk, Connecticut, set up a display at the Norwalk Public Library.

**5TH NORTHERN:** This district celebrates Safe Boating Week in June.

**5TH SOUTHERN:** For a small southern city, Hickory, North Carolina, gave a big boost to NSBW in the media. Auxiliarists talked boating safety on an hour-long, live radio talk show on WHKY, they were featured on a local community TV show on Channel 14 and aired PSAs on four local radio stations. In the city of Alexandria, Virginia, Auxiliarists participated in the "Fit to Float" event at Bass Pro Shop. Coastie® and his robotic friend, "Sea Vester" entertained the kids.

**DISTRICT 7:** Governor Charlie Crist proclaimed National Safe Boating Week in the State of Florida. In Miami, several hundred people toured the 87-foot USCGC Diamondback docked at Bayside Marketplace. In Hialeah, Chris Todd of Flotilla 6-11 discussed recreational boating safety in an interview for the TV program "Comcast Newsmakers." People living in the South Florida area saw the Goodyear blimp "Spirit of Innovation" flashing a safe boating message overhead during NSBW. At ground level, 500 digital highway message boards told the boating public to "Trailer Your



**Norwalk Public Library display by Susan and Patricia Fiebich, Flotilla 72, Norwalk, Connecticut.**

Photo by Rande Wilson, Flotilla 72

Boat Safely!" In Puerto Rico, many boater safety exhibits and Vessel Safety Check stations were set up around the island. Flotilla 1-12 put on a NSBW Safety Fair at Paseo de la Princesa, Viejo, San Juan, Puerto Rico. At Fredericksted, U.S. Virgin Islands, the USCGC Reef Shark was open for public inspection. A Coast Guard helicopter demonstration was held in the afternoon, followed by a flare shoot-off, as a finalé to the day's events.

**8TH EASTERN:** During NSBW, the "Fit-to-Float" life jacket exchange was conducted in many of the Bass Pro Shops across the district. Auxiliarists provided safe boating literature and answered questions about life jackets and other safety issues.

**8TH COASTAL:** Auxiliarists received 48 NSBW Proclamations and Resolutions from dignitaries across the region including a proclamation from President Obama. Division 7 Auxiliarists and Coast Guard personnel welcomed visitors at an Open House at Station Port O'Connor, Texas, and

worked together at the Texas International Boat Show in Corpus Christi. Coast Guard Sector Houston-Galveston, in conjunction with the Auxiliary, patrolled Lake Texoma to ensure that all recreational boaters operated their vessels safely. At "Fit-to-Float Day" at the Bass Pro Shop in Prattsville, Arkansas, Flotilla 89's canine mascot, Morgan, wore his properly-fitted life jacket and reminded boaters to "Wear It!"

**8TH WESTERN RIVERS:** In St. Louis, Betty Zoellner, Flotilla 3-13, was interviewed on KSDK, Channel 5, discussing safety equipment and life jacket wear. In Colorado, Pikes Peak Flotilla 11, held vessel safety checks and set up a public affairs exhibit at Eleven Mile Reservoir.

**9TH EASTERN:** Auxiliarists assisted Coast Guard Station Rochester at the New York air show, which featured a fly-over by the the "Snowbirds" aerobatic team. Auxiliary boats patrolled the eastern end of the safety zone, keeping boaters at a safe distance from the show area.

**9TH WESTERN:** Flotilla 77 combined vessel safety checks with the annual "Yachtapalooza" season-opening event at Crowley's Boat Yard in Chicago. Safety checks were also performed at the Hammond, Indiana, marina. At both events, boating safety and Maritime Domain Awareness information was distributed to the public. The wearing of life jackets was promoted by the Auxiliary at the "Fit to Float" campaign at Bass Pro Shops in Bolingbrook and Gurnee, Illinois.

**9TH CENTRAL:** In Michigan, despite the bad weather, Coast Guard Air Station Detroit did a helicopter fly-over and Auxiliarists put on demonstrations of knot-tying and radio com-

munications. Boating safety information was given out and vessel safety checks were performed.

**11TH NORTHERN:** West Marine stores in Northern California were busy places as Auxiliarists set up information tables and distributed safe boating pamphlets to the public. Flotilla 51 members attended city council meetings to receive NSBW proclamations from the cities of American Canyon, Benicia and Vallejo. In Bodega Bay, over 500 people attended the Open House put on by Flotilla 55 and Coast Guard Station Bodega Bay. The USCGC Sockeye was on display. At Lake Tahoe, Division 11 members presented a safety talk to the kayakers participating in the Lake Tahoe Community Spring Paddle



**U.S. Rep. Ileana Ros-Lehtinen, NFL legend Dan Marino and Seventh Coast Guard District Commander Rear Adm. Steve Branham model their life jackets at a press conference at Coast Guard Integrated Support Command Miami. Marino served as the honorary spokesperson for the 2009 NSBW in Miami.**

U.S. Coast Guard photo by PO3 Nick Ameen.



Alaska Governor Sarah Palin, signed a NSBW proclamation.

event at Sand Harbor. In Santa Cruz, David Hodges, Flotilla 67, gave a 10-minute telephone interview on KSCO Talk Radio. In Utah, Division 7 partnered with Utah State Parks and Recreation and the Utah State Boating Program at the Utah Lake State Park Marina. Vessel safety checks were given and boaters who passed received one-visit park passes to Utah Lake.

**11TH SOUTHERN:** In Southern California, Flotilla 58 had a public affairs exhibit at the Community Water Safety Open House at La Mirada's swim stadium. In Oxnard, Division 7 held a Safe Boating Expo at Channel Islands Harbor. The crowd of 500 people saw a simulated search and rescue demonstration turn into an actual rescue when a 41-foot Utility Boat rescued six people from a burning boat in the harbor. In Fullerton, Flotilla 15-8's Fly and Float Show attracted

1,800 visitors at the municipal airport that included boats, vintage planes, adventure helicopter rides, classic cars, music, food, entertainment and lots of boating safety information. High points included a Coast Guard rescue helicopter demonstration, a low-level fly-by from a P-51 Mustang painted in D-Day markings and an appearance by Coastie® the boating safety robot.

Divisions 9 and 10 participated at the Tri-State (Arizona, California, Nevada) Boating Safety Fair at London Bridge Park in Lake Havasu, Arizona. Division 10 also took part in the Arizona Safe Boating Celebration at Lake Pleasant.

**DISTRICT 13:** A Coast Guard HH-60J Jayhawk helicopter, a rescue swimmer and a dummy named "Oscar" made a "man overboard" exercise a real crowd pleaser at Foster Lake in Oregon. After the demonstration, the

helicopter was on display at Sunnyside Park where Flotilla 65 members handed out boating safety literature to the public.

**DISTRICT 14:** Koko Marina, Hawaii, was the scene of the Auxiliary's annual Fun Fest for NSBW. A SAFE Boat (Utility Boat Light) served as a static display with kids putting on life jackets before getting on board. Coastie® was on hand to teach the kids about boating safety. A rescue demonstration by a H-65 Dolphin helicopter from Coast Guard Station Barbers Point was the highlight of the day. Coast Guard Station Kauai welcomed visitors to its Open House and offered tours of its facilities. On Guam, NSBW was celebrated at the Micronesia Mall, where dancers performed for the public and later modeled various types of life jackets. A "Blessing of the Fleet" was held at the Hagatna Boat Basin, followed by a fish snack

for the boaters.

**DISTRICT 17:** At Wrangell Harbor, Alaska, Governor Sarah Palin signed HB 151, extending Alaska's statewide boating and education program to 2011. She also signed a NSBW Proclamation, urging life jacket wear on Alaska's frigid waters. On radio stations KHNS, KHTK and KINY, Mike Folkerts, Flotilla 11, discussed the right equipment for getting underway and the need for boaters to be prepared. Vessel Safety Checks were conducted from Anchorage to Ketchikan and at the Fred Meyer's store in Eagle River where vessel examiners accepted donated serviceable life jackets for the "Kids Don't Float" life jacket loaner program.

During NSBW, safe boating messages were heard by boaters across the nation: "Take a boating safety class!" "Get a vessel safety check!" "Wear It!" 🚢

Left, Auxiliarist Larry Richardson, Flotilla 15, Kauai, Hawaii, completes his qualification for Vessel Examiner by conducting a Vessel Safety Check under the supervision of Gene Quint, Flotilla 15, at Nawiliwili Small Boat Harbor next to Coast Guard Station Kauai, Lihue, Hawaii.



Photo by Jim Jung, Flotilla 3-15, Lihue, Hawaii



Photo by Doug Edelman, Flotilla 3-13, Black Cat, Missouri

In St. Louis, Betty Zoellner, Flotilla 3-13, was interviewed on KSDK, Channel 5, discussing safety equipment and life jacket wear.



Photo by Bob Donaldson, Flotilla 15-8, Little Rock, Arkansas



Photo by Kirk Scarborough, Flotilla 15-8, North Orange County, California

Coastie@ delighted children at NSBW events from coast-to-coast.

Photo by Manny Romero, Flotilla 10-2, Lake Powell, Arizona



At Lake Pleasant, Arizona, Israel Ben-David, Flotilla 10-10, right, at a vessel safety check.



Photo by Kirk Scarborough, Flotilla 15-8, North Orange County, Calif.

Auxiliarists from Flotilla 29, Dana Point, California, Ken Clements, Don Norby and Michael Forster show off Auxiliary assets at District 11 South's Fly and Float event.



Henry Goldman, organizer of the Expo adjusts the life jacket of a Navy Sea Cadet from Trident Patrol 65. Thirty teenage Cadets from two units helped with crowd control and visitor assistance. Goldman said, "The Cadets were a very active and knowledgeable group who did a superb job assigned to them."



Expo visitors enjoyed the show and met "Oscar," Auxiliarists Anna and Jim Smeal's life-jacketed Chihuahua.



Auxiliarist Barry Maultasch, Ventura Flotilla, demonstrates proper use of a fire extinguisher at the Fourth Channel Islands Harbor Safe Boating Expo, Oxnard, California.

# TEAMING UP FOR SAFE BOATING WEEK

## AT CHANNEL ISLANDS HARBOR SAFE BOATING EXPO

The Fourth Channel Islands Harbor Safe Boating Expo was held on May 9, 2009, at Coast Guard Station Channel Islands, Oxnard, California. The event was sponsored by the Channel Islands Harbor Patrol, Coast Guard Station Channel Islands Harbor and Auxiliary Division 7 which is comprised of Flotillas of Santa Barbara and Ventura Counties from Point Conception to Point Mugu. Teaming up with the Coast Guard were local government agencies, private business and non-profits who organized a day of fun on and off the water for several hundred visitors. The day was overcast and a major fire in Santa Barbara threatened to cancel participation by the fire department and sheriff's helicopters, but visitors crowded the docks during the day-long event and two search and rescue demonstrations by the County Sheriff's helicopter went off as planned. Sea Cadets of Trident Squadron Minutemen, out of Point Mugu Naval Air Station, handled traffic and helped

visitors board the 87-foot Coast Guard Cutter Blacktip and the Station's 41-foot Utility Boat for water tours of the harbor area.

Division 7 flotillas set up a large booth where Watchstanders wearing life jackets included Shirley Goldman, Colin Pullan, Anna Smeal, Chuck Bauman, Doug Williams and Dave Miller. They welcomed visitors, passed out brochures and membership information, demonstrated the proper use of life jackets and gave away free gifts relating to boat safety. Glen Kinney explained the proper use of VHF equipment and the proper method of communicating with other stations and the use of Channel 16. At the boat ramp, vessel examiners included Bill Welch and Anna Smeal, Flotilla 74, Ventura.

Mike Lam, a local Kayak dealer, emceed the Search and Rescue demonstration which began with a helicopter hovering over a burning boat with one person on board in the harbor. The boater jumped into the water followed by a rescue





LEFT: Auxiliarists and active duty tie up a boat disabled in Channel Islands Harbor during the Expo. Visitors who watched earlier search and rescue demonstrations by the Coast Guard thought this actual incident was also a demonstration.



Chuck Bauman, Materials Officer Flotilla Channel Islands Harbor, greets visitors and gives out information.



ABOVE: California State University at Channel Islands provided 75 life jackets that were given to visitors by Auxiliarists.

LEFT: Bob Holm, Flotilla Commander, Ventura, instructs a visitor in knot tying on a specially built table with nautical hardware.

swimmer from the helo. The Ventura Fire Rescue Team on their PWCs retrieved the distressed boater and brought him to shore. The Harbor Patrol fire boat put out the fire, while the sheriff's helicopter brought up the rescue swimmer and landed next to the Coast Guard Station at the Harbor Patrol parking area. Visitors had ringside seats on bleachers donated by the Navy Station.

Vendors from the Red Cross, West Marine, U.S. Power Squadron, California State University at Channel Islands, Farmers Insurance, Community Emergency Response Team (CERT) and local Fire and Sheriff's Departments set up booths to demonstrate equipment and skills, and to pass out boating safety information.

Visitors lined the bleachers for a life jacket fashion show sponsored by the U.S. Power Squadron. Sea Cadets modeled the different styles and types of life jackets while Squadron member Pat Metheny narrated stressing the importance of proper fit and selection as well as the value of always wearing a life jacket while underway. The California State University at Channel Islands gave 75 free life jackets to visitors. The hit of the show was "Oscar," a Chihuahua belonging to Flotilla 74 Auxiliarists Anna and James Smeal whose message to the crowd was that pets aboard also need to wear a life jacket. He

was helped out by, "Muffin," Division 7 Commander, Mike Brodey's, cocker spaniel who also sported a life jacket.

Mid-afternoon, as passengers aboard the 41' Utility Boat headed out of the harbor entrance on the last tour of the day, they were flagged down near the Channel Islands Harbor breakwall by passengers aboard a disabled 21' Sea Ray that had smoke billowing from the engine room. Coast Guard crew, joined by Auxiliarists Gregg Miller and Larry Owens, quickly boarded the 47' Motor Life Boat at the station and headed out to the distressed boat. People rushed to the bleachers to get a better look at the action. With the patrol boat alongside the Sea Ray, Auxiliarist Mike Brodey and Coast Guard crew took six passengers and a dog onto the life boat. All were taken to the Coast Guard dock in front of the bleachers.

Meanwhile the crew of the 47' Motor Life Boat boarded the Sea Ray and cleared the smoke before towing it to the Harbor Patrol dock. Loud applause came from delighted spectators in the bleachers who thought it was all part of the show.

The Fourth Annual Channel Islands Harbor Annual Safe Boating Expo, with an actual search and rescue incident, was a great story for the local papers and kicked off National Safe Boating Week. 🌀

# TEXAS HOLD 'EM

## Auxiliary Aviation Helps Nab a Suspected Drug Smuggler on Lake Amistad

**A**uxiliary Aviation (AUXAIR) Squadron Corpus Christi was assigned to a five-day operation in April for a multi-agency operation on Lake Amistad near Del Rio, Texas. After a morning familiarization flight with the Border Patrol, 23-year veteran First Pilot Jim Dering flew the late afternoon patrol with new observer Rudy Jaime and the Squadron's photographer and Public Affairs officer, Charles Dekle. The mission had two purposes: one, to assist the Coast Guard and Border Patrol by looking for suspicious boats coming from the Mexican side of Lake Amistad, and second, to check the shoreline for anyone unloading illicit cargo. Jaime, as observer, used his binoculars to identify suspicious craft and then notify the Coast Guard of the location of the target.

"Rudy got to be quite good at his job," said Dering. "The U.S./Mexican border runs down the middle of the lake and there is a buoy line marking the border. Our job was to fly the length of the lake along the north side of the line and watch for boats coming across the border heading for the U.S. shore. As I flew at a discreet height so as not to attract suspicion, Rudy checked out the boats. We were the eyes of the Coast Guard. We could see what they couldn't and didn't attract the attention a big orange helicopter would. We could also cover more territory, faster than the Coast Guard boats."

"Lake Amistad is a popular lake for fishing," said Jaime, "so you expect to see fishing gear and an ice chest with a couple of guys or a family onboard. After flying the buoy line, we returned along the shoreline, observing the coves and small inlets near the highway where a smuggler might easily unload his cargo into a truck. We encountered about 200 boats



on the first day. It's a very busy lake."

On the second day of the operation, the Auxiliarists received a call from the Coast Guard that the Border Patrol had jumped a suspected smuggler unloading dope into a pickup truck from a small bass boat. As the action unfolded, the suspect jumped into his boat and sped away towards the buoy line, but the Border Patrol boat caught him before he reached Mexico. Still trying to escape, the suspect jumped overboard and began swimming. The Border Patrol radioed for help as they had to stay with the confiscated boat filled with bricks of marijuana. The Coast Guard boat and its AUXAIR support were in the vicinity, and Dering spotted the suspect in the water. The plane made a low pass over him and the Coast Guard boat plucked him out of the water. Two suspects were

taken into custody along with the load of drugs."

Law enforcement officials estimate that between 500 and 1,000 lbs of drugs are smuggled across Lake Amistad every day. Involved in the ongoing collaborative partnership to stop the illegal flow are: Coast Guard Sector Corpus Christi, enforcement officers, Coast Guard Auxiliary aircraft, and Border Patrol agents. The Lake Amistad operation is an example of the ways various agencies within the Department of Homeland Security work together on important missions.

### AUXAIR

AUXAIR is an Auxiliary operational program organized on a district level rather than on a flotilla and division basis. AUXAIR aviators volunteer their

## HOW'D THEY DO THAT?

Auxiliary Operational Policy Manual (COMDTINST M16798.3E, April 5, 2005)

### SECTION E OPERATIONAL GUIDELINES.

**Introduction:** Auxiliarists are engaged by the Coast Guard primarily in operational or administrative support roles. In accordance with 14 U.S.C. § 831, while assigned to authorized duty to assist, to augment, or to replace Coast Guard personnel in the performance of Coast Guard duties, including while assigned as crew on Coast Guard or Auxiliary vessels, Auxiliarists shall have the same power and authority in execution of those duties as an active duty Coast Guard member assigned or previously assigned to similar duties, except Auxiliarists shall have no direct law enforcement authority.

#### E.1. Law Enforcement/Firearms

While Auxiliarists cannot execute direct law enforcement missions, they may support certain Coast Guard law enforcement activities. The key restriction is that no command can vest Auxiliarists with general police powers (e.g., power to search, seize, or arrest) or give Auxiliarists any direct role in law enforcement police action.

##### E.1.b. Prohibited Support

Auxiliarists are prohibited from conducting the following activities:

- Actual boarding of a boat for law enforcement purposes other than for language interpretation.
- The carrying of firearms (by hand or holster) or any related law enforcement equipment (e.g., handcuffs, pepper spray, etc.) on their person.
- Investigating complaints of negligent operations or serving of subpoenas.
- Covert operations.

#### E.2. Detection and Monitoring of Unusual Events/Scenarios

During the course of a multi-missioned patrol, Auxiliarists should observe their surroundings and report any unusual events or scenarios to the unit commander. District Commanders may place Auxiliary assets under orders to observe and to report information, but only under the following conditions:

- Appropriate safeguards are set up to maintain the confidentiality of information received from the Auxiliary and the reporting source identity.
- Unit commanders thoroughly brief Auxiliarists, who voluntarily accept such duty, on the nature and conduct of these assignments.
- Unit commanders use Auxiliarists and their facilities only on a carefully screened case-by-case basis.



CG Boarding Drug Boat

aircraft for use as facilities, just as surface operators volunteer their boats.

All Auxiliary aircraft meet strict U.S. Coast Guard and Federal Aviation Administration requirements and are

inspected annually.

AUXAIR missions include Search and Rescue; Ports, Waterways and Coastal Security; Marine Safety; Pollution Response; Aids to Navigation and Ice

Reconnaissance. As with surface operators, air facility operators are issued patrol orders. Orders are issued based on schedules created by crew and facility availability and the needs of the Coast Guard. Coast Guard Air Stations are the Order Issuing Authority for AUXAIR. This alignment of Auxiliary aviation assets in a district with an Air Station is known as the "squadron concept," because aviation orders and direction flow directly between the Air Station and the district aviation staff. Auxiliarists involved in AUXAIR take Auxiliary aviation training, completing the syllabus for their level of qualification. After having their knowledge and skills approved by an Auxiliary Flight Examiner, they may be certified by the District Director of Auxiliary as Pilots, Observers, or Air Crew in the AUXAIR Program. 🌀

## WESTERN RIVERS SAR COMPETITION

The Eighth District, Western Rivers, and Auxiliary Division 15, hosted the district's 2009 Search and Rescue (SAR) Competition on Lake Dardanelle, Russellville, Arkansas, on May 22-23, 2009. The event included five teams from throughout the 16-state district. On Friday, teams competed in SAR Planning and Execution, Communications, and Rescue and Assistance. The second day was skills competition such as Heaving Line, Fire Drill and Marlinspike.

Division 16, Oklahoma, was the Champion Team, while the Division 8 team comprised of members from Illinois, Eastern Missouri and Iowa was runner up, missing a tie for first place by only one point. Individual awards were taken by Marshall Bullard, Broken Arrow, Oklahoma, for Best Over-All Skills; Steve Bernstein, Division 9, the Dead Eye Award for the Heaving Line competition; and Bill Slusser, Peoria, Illinois, who won the Erik Vestal Operational Training Officer Inspirational Award.

The event was attended by approximately 90 Auxiliarists, as well as Captain Michael Gardiner, Commander Sector Lower Mississippi; Commander Todd Campbell, Eighth Western Rivers Region Director of Auxiliary; Chief Warrant Officer Douglas Leavell; Jack Gumb, Chief of Response, Western Rivers; Event Coordinator/Head Judge, Robert Semtka, and Blain Selby, the on-site coordinator.







ABOVE: PT Boat after Damage Control being escorted back to moorage with an Auxiliary patrol boat in the lead.

TOP LEFT: Auxiliary patrol boat, Brian Rollins, Flotilla 73, Pacific, Oregon, with the USCGC Fir, in rear, and USCGC Tern.



< Headed to Astoria, Oregon, to escort the fleet to Portland is Ken Babick, Flotilla 73, Pacific, Oregon, on the helm, with Crew Jon James, Flotilla 78, Vancouver, Washington.



Auxiliary Patrol Commander Bob Mell, Flotilla 73, Pacific, Oregon; and John Poulson Flotilla 76, Swan Island, Oregon.

# The Fleet Is In...

## ... AND THE AUXILIARY LED THE WAY

Since 1907 and the visit of the USS Charleston, the arrival of the fleet has been a highlight of Portland's annual Rose Festival on the Willamette River. The presence of the U.S. Navy, U.S. Coast Guard, and Canadian Navy also makes this six-day period the peak of activity for the five Portland flotillas that make up Division 7, District 13.

This year's Fleet Week featured the USCGC Fir, USCGC Bluebell, USCGC Henry Blake, USCGC Tern, HMCS Nanaimo, HMCS Whitehorse, HMCS Algonquin, USS Shoup, the Sternwheeler Portland, and PT 658.

Before the attack on the USS Cole and the attacks of 9/11, Fleet Week was a fairly freewheeling affair with recreational vessels regularly coming directly alongside the ships of the fleet. In those days the Auxiliary's role was focused on the safety of recreational boaters. But, with the advent of Naval Vessel Protection Zones the Auxiliary's role has become significantly more security focused as it helps maintain and manage associated Safety Zones for the fleet and the Rose Festival Dragon Boat races on Saturday and Sunday.

Division 7's Operations Officer, Ken Babick, and Communications Officer, Jim Price, participated in the operational planning for Fleet Week with the Coast Guard, the Navy, and local law enforcement starting in January. Flotilla 73 held its annual crew/coxswain academy in winter so the new class would be qualified and certified by early June. The timing of the academy also let those with existing operational qualifications practice and renew their skills. Throughout the year the division works to assure the availability of 18-20 Auxiliary operational boats so that all the positions on both morning and evening shifts will be filled.

On Wednesday Auxiliary boats *Defiant* and *William Kerr* owned by Brian Rollins, Flotilla 73, motored 100 miles down the Columbia River to Astoria. On Thursday they returned, escorting the USS Shoup. On arrival the Security Zone was established beginning five very full days of activity on the Willamette River in downtown Portland.

The Willamette River is only 350 yards wide through most of the zone so there is no alternative route for recreational and commercial traffic on the river. Every vessel passing through the security zone must be managed and all recreational vessels inspected by law enforcement and escorted by the Auxiliary. An Auxiliary Patrol Commander (AUXPATCOM) orchestrates the operations of as many as ten Auxiliary boats (up to 15 at shift change), and coordinates with local

law enforcement, commercial vessels transiting the Security zone, and his active duty counterpart, the Coast Guard Patrol Commander (PATCOM).

Auxiliary service during the festival isn't limited to the water. Auxiliarists also work in the Fleet Week command post providing 24-hour coverage throughout the event. Auxiliarists serve as the primary radio watchstanders, reducing the workload of the Reserve and active duty personnel and providing a rich bank of knowledge about the area and the particular complexities of the Fleet Week event.

### SAVE THE PT BOAT – COOPERATIVE DAMAGE CONTROL

For eight years Fleet Week's security zones have been conducted on the same basic model and each year has its own surprises, from bridge jumpers and vessel breakdowns in the Security Zone to various law enforcement actions—just about anything can happen. This year the Auxiliary played a major role in preventing the World War II Patrol Torpedo (PT) Boat 658 from sinking.

Midday on Sunday a report came in that PT 658 was taking on water after returning from a tour on the Willamette River. Sector Portland deputy commander, Captain (Select) Russell Proctor was aboard and commenced the passenger evacuation of the PT boat. Auxiliary boat *Defiant* with Ken Babick and Jon James on board were first on scene. *Defiant* has a fixed-mount dewatering pump, but the dewatering line was not long enough to reach the bilge of the PT Boat and the PT boat's own pump was inoperable. Station Portland's boat arrived with a pump from the USCGC Bluebell and Babick and the Station team began dewatering. James was able to remove *Defiant's* pump from the fixed mount and commenced dewatering another compartment. Dewatering was complicated by lots of loose debris in the hold of the PT boat. James had to clear the pump strainers of debris multiple times to keep the pumps operating. Within half an hour a damage control team from the USS Shoup was able to control the flooding with assistance of a dive team.

### BREAKING DOWN THE ZONE

After rush hour on Monday the Broadway and Steel Bridges opened and the Fleet departed with Auxiliary escorts. Overall the Auxiliary put in 58 operational facility days, 1,300 on-the-water hours, 96 hours of communication watchstanding and untold hours of planning and training to make the security and safety zones a success. 🌀

### LESSONS LEARNED

**Communications are critical:** Have a well-conceived communications plan skillfully managed by excellent Patrol Commanders and executed by trained boat operators. Division 7 has placed increasing focus on communications in its training and it pays off when the unexpected occurs.

**Warm up:** Ahead of the event, many of Division 7's boat crews and most of the operations team practice as part of the crew academy. Putting an emphasis on communication and a high level of coordination in towing and search exercises, means the team is warmed up and fully prepared when Fleet Week arrives.

**Pumps and pump practice:** While it isn't practical to have pumps on every Auxiliary boat, having one can make the difference between a minor and a major incident. Pump training is beneficial. Even if you are not carrying a pump you may be called upon to use one and, perhaps more importantly, be called upon to make the decision not to use the pump based on the risks of the particular situation.



A Coast Guard search and rescue boat returned to base with survivors.

# Two In the Water

AUXILIARISTS AID IN SEARCH AND RESCUE EFFORTS  
AFTER A TRAGIC CAPSIZING OFF BOYNTON BEACH, FLORIDA

**F**IFTEEN MILES OFF THE COAST of Boynton Beach, Florida, a smuggler's vessel, heavily overloaded with Haitian and Jamaican migrants, capsized and sank around 0200 Wednesday, May 13. While the Coast Guard, marine police and private boats searched, survivors and bodies were dispersed in an ever-widening pattern by the Gulf Stream as it flowed north at approximately two-and-a-half

knots. Ultimately, sixteen people were saved, nine are known to have perished and an unknown number were lost at sea. Coast Guard Auxiliary volunteers were the first to take the radio report of the incident and continued at their duty stations until the search was discontinued on Thursday, May 14.

At 0800 Auxiliarist Chris Abernethy started his shift as Watchstander at Station Lake Worth Inlet at

Riviera Beach, Florida. Among the Watchstander's duties is the taking of incoming telephone and radio calls to the Coast Guard. It had been a normal morning when about 1230 the captain of a boat trolling offshore radioed on VHF Channel 16, "There are two in the water. No, wait, make that three, one dead."

More calls began coming in quickly. Abernethy fixed the position of the caller on his Rescue 21 screen and hit



the Search and Rescue (SAR) alarm to alert the Primary Crew before briefing his superiors. Already on standby, the Primary Crew raced down the dock donning their life jackets. Knowing of possible deaths, a few body bags were rushed aboard. Coast Guard boat 33136 left the dock, its blue light flashing and siren blasting.

Other boaters began requesting latitude and longitude position so they might help. Ten hours after the capsizing the mishap was approaching the Lake Worth Inlet area, still miles out at sea.

Abernethy contacted local emergency medical units and arranged their arrival at the docks. The station's yard, dock area and administration area began to fill with Immigration, Border Patrol and Emergency Medical Technician vehicles. A second and larger utility boat was dispatched to transport survivors and dead back to port.

The CGC Cormorant arrived on scene, as well as a helicopter and a fixed wing aircraft. Among a class of Reservists attending a two week Boat Crew College at the station a person who spoke the Haitian patois was located. The extra boats and crew, on base for the Crew College, were trained and

helped in many ways.

Abernethy's relief, Auxiliarist Tom Phelps came in early and remained on duty until midnight when relieved by an active duty member. Dan Jacquish, Auxiliary Division 5 Commander, cancelled a scheduled training session at the station, and remained on station through 2200 with Auxiliarists Stu Landeau and Joanne Miller fueling boats and freeing up station personnel.

Meanwhile, Wilson Riggan, Flotilla 59, Stuart, Florida, Vice Commander of Division 5, and his copilot Fred Ross from Flotilla 69, were landing at Coast Guard Air Station Miami at the end of a mission transporting Rear Admiral Branham, Commander, Coast Guard District 7, and his Chief of Prevention, Captain Ferguson, home from a meeting in Tallahassee, Florida.

"As we were on final approach," said Riggan, "an HH-65 Dolphin helicopter and an HU-25 Falcon took off in a hurry for a SAR mission. The briefing for Admiral Branham upon disembarking revealed that the Coast Guard aircraft were departing to search for additional missing occupants of the migrant vessel.

"With the addition of Auxiliary Aviation Coordinator J.J. Samuelson,

Flotilla Commander of Flotilla 69, who was present for the arrival of the VIP mission, there was now a complete operational crew for the twin-engine Cessna 414, in case they were needed as an additional search asset."

Riggan continued: "Air Station personnel determined that the best use of the Auxiliary aircraft and crew, however, was to replace another Falcon on its scheduled surveillance mission offshore from the Florida Keys, freeing it to augment the Boynton Beach search. The Auxiliary crew refueled the aircraft and departed at 1725 on the mission. When darkness forced termination of the mission, the Auxiliary crew landed at their home airport. We were tired and out of duty time, but very satisfied at having been in the right place at the right time to make a contribution to Coast Guard Aviation. These are the times that we all work to prepare for – to be available, ready, and called upon to support the mission of the Coast Guard."

The Coast Guard and its partner agencies spent about 31 hours searching for victims over more than 8,800 square miles of open sea. Many of the survivors who were picked from the water were wearing lifejackets. None of the casualties were wearing life jackets. ☺



Auxiliarists Chris Abernethy and Tom Phelps on station at Lake Worth Inlet with USCG EM2 Michael Gladu looking on.

# New University-level Program

GRADUATION AT THE COLLEGE OF WILLIAM AND MARY HIGHLIGHTS  
EARLY SUCCESS WITH NEW GENERATION OF LEADERS

The Auxiliary is building upon the recent success of university programs such as the Detachment at the College of William and Mary, to recruit and educate a new generation of leaders. “Training Leadership Collegiate” (TLC) is a new program within the National Training Department that has recently been tasked with developing a college-level leadership and operational training program, managing existing Auxiliary programs on college campuses, and expanding the program at new host institutions. Similar detachments already operating at Auburn University and The Citadel joined William and Mary in producing promising early results over the last eighteen months.

Auxiliary Flotilla 67’s Detachment at The College of William and Mary, Williamsburg, Virginia, marked the graduation of its first student at a ceremony and reception held in conjunction with the school’s weekend-long commencement activities. Emily Johnson, the year’s only graduate from a program that includes nine students, described the event as one that, “celebrates all that the students and staff have worked to accomplish, and all that is yet to come for a new generation of leaders that make the Coast Guard Auxiliary one of the world’s truly great volunteer and humanitarian services.”

Other awards were given in addition to the conferring of graduated status on Ms Johnson, who served as the unit’s student leader during her senior year. New members from the spring semester were recognized for having completed new member training. Other students received qualifications as Communications Specialist and Instructor Specialist, and the two original students and one staff member were recognized as the program’s Plank



Photo credit: Andrew Welch.

Carl Pearson (FSO-MT), center, works with Michael Piantedosi, Class of '12, left, and Nicholas Zaremba, Class of '12, right during one of many Boat Crew classes on campus.

Owners. A Coast Guard Meritorious Team Commendation was awarded to the team responsible for initially standing up the program. Speakers at the event included Johnson; Andrew Welch, Detachment Leader, program director; James Clark, Commander Flotilla 67; Heidi Derby, District Captain; Chaplain Donald Troast from the Navy’s Commander, Submarine Force; and Taylor Reveley, President of The College; Commodore Albert DeJean, District 5 Southern Region; The Honorable Michael Powell, Rector of the College’s Board of Visitors and former Chairman of the Federal Communications Commission.

Johnson was initially attracted to the Auxiliary because of the opportu-

nity for rigorous leadership training the Detachment promised to provide. The program works at the dual-purposes of preparing approximately one third of its members for application to and success at Coast Guard Officer Candidate School, and the two-thirds majority of its members to serve as a new generation of young leaders within the Auxiliary. While Johnson, who aspires to a career in international refugee work, will continue to work in the Auxiliary, her shipmate from the William and Mary program, Michael Piantedosi, has just been accepted as a transfer into the Coast Guard Academy’s class of 2013.

The program is open to all students who meet the basic requirements for Auxiliary membership and who are



Heidi Derby, District Captain, Sector Hampton Roads, and Gary Derby, Division Commander, at the podium, awarded Meritorious Team Commendations to L to R: James Clark, Flotilla Commander; Nancy Burns, past Flotilla Staff Officer, Personnel Services; Daniel Burns, Flotilla Vice Commander; Andrew Welch, Flotilla Staff Officer, Detachment Leader; and Emily Johnson, Detachment Commander.

willing to take on the added challenge of training and education as detachment members. During the first semester of membership, students complete “Basic Auxiliary Requirements” (BAR) training, a program developed in-house and field tested for the detachment and future programs nationwide by instructors from Flotilla 67 in Williamsburg, Virginia. Most of BAR is taught by older students, and includes a heavy focus on Coast Guard Core Values and the concepts of “teamwork” and “shipmates,” as well as Coast Guard and Auxiliary history, organizational structure, correspondence and writing, ranks, rates, offices, insignia, and uniforms. Detachment members must also complete the ICS-100 training, pass a safe boating course approved by the National Association of State Boating Law Administrators, fulfill a collateral duty within the detachment, participate in the weekly “Leadership Lab,” and complete a 72-item Personal Qualification Standard in order to complete BAR training and earn “Senior Status” within the program. Students then spend the remainder of their time in the program working within a chosen “Area of Concentration”—Surface Operations, Marine Safety and Environmental Protection, Public Outreach, or Organizational Management—which are structured training programs that utilize the range of operational training that the Coast Guard Auxiliary offers. In order to graduate, students must complete BAR and one Area of Concentration, participate in the weekly all-hands Leadership Lab for the duration of their member-

ship, average 60 hours of volunteer work for each semester of membership, and average a score of 4 (on a 1-7 scale) on their leadership evaluations during their final semester in school. Each student is also assigned to one or more collateral duties, mirroring Flotilla Staff Officer functions, or leadership positions (Detachment Commander, Detachment Executive Officer, or a Squad Leader).

#### **NURTURING BY THE FLOTILLA**

The Detachment at The College of William and Mary is a subsidiary component of Flotilla 67, District 5 Williamsburg, Virginia, and all students hold membership in that flotilla. A non-student member of the flotilla serves as Detachment Leader and performs the duties of the program’s director, responsible for the program and its students, and reporting directly to the Flotilla Commander. Other flotilla members serve as “program staff” in such roles as Campus Liaison Officer, responsible for recruiting and relations with the university, or Leadership and Management Chief, responsible for facilitating the weekly Leadership Lab course and working with students to develop leadership, management, and professional skills. The Flotilla Commander, Flotilla Staff Officers for Member Training and Personnel Services are also heavily involved in the program as students are enrolled and participate in ongoing operational training. The William and Mary program has benefited from Auxiliary and active duty instructors volunteering to teach weekly or as

guest lecturers in boat crew, vessel examinations, marine safety, and various Coast Guard and leadership-related topics. Members have benefitted from guest lectures given by Admiral James Loy (Ret.), former Commandant of the Coast Guard; Rear Admiral Robert Reilly (USN), Commander of Military Sealift Command; Captain Christopher Calhoun, Innovation Team Leader from Headquarters; and Lieutenant Commander James Goodbow, Fifth District Chaplain.

#### **TRAINING LEADERSHIP COLLEGIATE (TLC)**

Andrew Welch, formerly Flotilla 67’s Detachment Leader at William and Mary, was recently selected to manage the program within the National Training Department. While still in the planning stages, it is expected that future expansion efforts will involve training for prospective program staff and instructors, considerable TLC involvement with host institutions during program establishment, and ongoing support of the sponsoring flotilla’s efforts once a new program gets off the ground. Flotillas with questions or an interest in establishing a new program are asked to contact Welch at [andrew.welch@cgauxnet.us](mailto:andrew.welch@cgauxnet.us).

Additional information about the Detachment at The College of William and Mary is available online at [wm.5srdivision6.us/](http://wm.5srdivision6.us/), on YouTube at [youtube.com/wmcoastie](http://youtube.com/wmcoastie), the “WMCoastie” blog at [wmcoastie.blogspot.com](http://wmcoastie.blogspot.com), and on Facebook as “W&M Coast Guard.” 🌐

STORY BY TOM NUNES,

Deputy Department Chief-Public Affairs, U.S. Coast Guard Auxiliary

PHOTOS BY TOM NUNES AND MEL BOROFSKY



*“Planning is bringing the future into the present so that you can do something about it now.”*

– ALAN LAKEIN



# EVERGREEN

## BRINGING THE FUTURE INTO THE PRESENT

In January, 60 Coast Guard Auxiliarists and 14 active duty officers met in blustery, cold St. Louis to look 21 years into the future.

The Coast Guard’s Office of Strategic Analysis held the first meeting of the Coast Guard Auxiliary’s Evergreen effort, the Coast Guard’s ongoing scenario-based strategic planning process, by inviting participants including District Commodores, District Chiefs of Staff, National Department Chiefs and National Deputy Department Chiefs, teamed with active duty sector prevention and response officers for three days preceding the annual National Training Conference.

Organized into five “world teams,” each with its own scenario, participants examined future global operating environments with personal, social, economic, and geopolitical perspectives. Critical global and domestic issues facing the United States in 2030 were analyzed. Most important, teams identified what the Coast Guard Auxiliary should start doing in 2009 to meet future issues and challenges.

### INSIGHTS INCLUDED:

**Adapt or Die:** Adapt new technologies and better understand demographics.

**One Auxiliary** requires standardization/cohesiveness across District lines.

**Cultural changes** include the complexity of a future maritime environment

and growing augmentation of the active duty force.

**Potential new Auxiliary roles** include more international, environmental, natural disaster response missions with funding an issue.

**Unique skills and partnerships**

include using Auxiliarists as consultants to the Coast Guard which is able to take advantage of their myriad skills sets.

**Role of technology:** adaptation to an accelerating rate of change — either a force multiplier and source of skills, or a potential inhibitor if not widely embraced.

An analysis of the team’s responses revealed that the Auxiliary must be ready for change; old paradigms will not work. Auxiliary participation in “de-emphasized” active duty missions may grow. For example, the Auxiliary has picked up the Coast Guard’s boating safety mission. Some teams felt there would be a need for an armed Auxiliary with basic law enforcement authorities similar to auxiliary or reserve police officers.

The goal of the workshop teams was to develop a set of “robust” strategies, meaning that each strategy is

effective across all five of the future operating environments described in the Evergreen scenarios. Each strategy results from a set of ideas linked by common elements and generated from more than one of the workshop teams. Each strategy is dependent on the others and each reinforces the others.

Considering anticipated change, these methodologies leverage Auxiliary expertise for funding and recruiting and organization change. More integration with the active duty Coast Guard might result and Auxiliary roles and authorities might need to be more responsive to emerging maritime community needs.

A comprehensive communications and “branding” plan was thought to be essential. Effective communication coupled with a viable catalog of Auxiliary skills will let the Auxiliary make a strong case for funding, increase its ability to assist the active duty force more effectively, and assist in recruiting. An agile Auxiliary that reviews and adjusts its roles and seeks new authorities was identified as being of greater value to the Coast Guard and the nation.

## THE ROBUST STRATEGIES

**Competencies** – Anticipate emerging mission opportunities; develop duty-specific standards and competencies meeting the needs of the Coast Guard.

**A competency database/tracking system** – Develop a locally-managed national database that allows decision makers to match Auxiliary capabilities, competencies, and experience with mission requirements.

**Value proposition/measurement** – Develop metrics that demonstrate the Auxiliary’s current and projected value to the nation.

**Strategic communications** – Create and execute a comprehensive communications and branding plan to attract volunteers from varied backgrounds with desired skills, enhance training and competencies, and articulate their value to the Coast Guard, the maritime community and the public.

**Funding** – Attain new sources of public and private funding, and restructure internal financial processes to meet organizational and member needs.

**One Coast Guard** – Standardize

and integrate Auxiliary competencies, capabilities, and capacity into a broader range of Coast Guard missions, and seek opportunities to expand into other complementary activities.

**Capabilities** – Identify and obtain required equipment, resources, and training.

**Recruit and train** – Develop innovative recruiting and incentives that attract and retain demographically and professionally diverse volunteers with skills, dedication, and resources to meet Auxiliary needs.

**Agile organizational identity** – Improve organizational agility by regularly reviewing and aligning Auxiliary authorities, capabilities, and competencies with the needs of the Coast Guard.

These action plans form the “core” around which the Coast Guard Auxiliary can plan with a level of confidence. This core does not represent everything that the Auxiliary needs to do between now and 2030, but it is the result of a structured attempt to generate new ideas to position the Auxiliary for maximum effectiveness no matter what the future.

“The Evergreen workshop was the first time the Coast Guard engaged the Auxiliary specifically to examine the role of the Auxiliary in tomorrow’s Coast Guard,” said Nick Kerigan, National Commodore of the Auxiliary. “Through this effort, we now have valuable strategies and insights that will help us prepare for the maritime safety, security, environmental challenges ahead. As a result of Evergreen, I have established a new national office, that of Assistant National Commodore–Strategic Analysis, to work with the National Board to oversee the continued study and long-range planning based on Evergreen scenarios and to develop future strategic planning. The Coast Guard will now include the Auxiliary in its strategic planning. Additional study by the National Board and the Executive Committee will focus on and develop specific goals and actions to meet the Auxiliary’s future challenges and opportunities.” 🌟



Commodore Fred Gates, Evergreen facilitator, passes the mic to Commodore Steve Ackerman, District 1 Southern, for some insightful commentary.

*You got to be careful if you don't know where you're going,  
because you might not get there. – Yogi Berra*



# HAPPY BIRTHDAY, COAST GUARD

**A**ugust 4, 2009, Coast Guard Day, marks the birthday of the United States Coast Guard. On that date in 1790, Congress, guided by Secretary of the Treasury Alexander Hamilton, authorized the building of a fleet of ten cutters, whose responsibility would be enforcement of the first tariff laws enacted by Congress under the Constitution.

The Coast Guard has been continuously at sea since its inception, although the name Coast Guard didn't come about until 1915 when the Revenue Cutter Service was merged with the Lifesaving Service. The Lighthouse Service and the Coast Guard Auxiliary joined in 1939, followed in 1946 by the Bureau of Navigation and Steamboat Inspection. In 1967, after 177 years in the Treasury Department, the Coast Guard was transferred to the newly formed Department of Transportation. The Coast Guard changed departments again on November 25, 2002, when it moved to the Department of Homeland Security.

Daily, since 1790, America's Maritime Guardians have demonstrated their courage and commitment to the country's maritime safety, security, and stewardship. The core values of Honor, Respect, and Devotion to Duty remain constant and the Guardian Ethos – protecting, defending, and saving are deeply rooted in those core values and

provide an intimate connection to the American people we serve.

Coast Guard Day is primarily an internal activity for Coast Guard Active Duty, Reservists, civilians, retirees, Auxiliarists, and dependents. It is usually marked by picnics and other family celebrations, but, it does have a significant share of interest outside the Service. Grand Haven, Michigan, also known as Coast Guard City, USA, annually sponsors the Coast Guard Festival around August 4. Typically it is the largest community celebration of a branch of the Armed Forces in the nation.

On the Coast Guard's 219th birthday, we honor those that have gone before and rededicate ourselves to constantly improving our service for those who will follow. As we celebrate our proud history, we pay tribute to our shipmates on watch and those in support roles whether patrolling the Bering Sea aboard a high endurance cutter; a Coast Guard Auxiliary boat responding to a boat on fire on Lake Roosevelt, Arizona; Reservists preparing for deployment to southwest Asia in support of Operation Iraqi Freedom; or others performing countless tasks for our maritime nation.

The bravery and devotion to duty exemplified by our Active, Reserves, civilians, retirees, and Auxiliary inspire all Americans. All are Guardians.



A CG HH-65B "Dolphin" helo from Air Station New Orleans (verified by the "fleur de lis" and 6507 on the tail) drops a rescue basket to Aux vessel *Son Seeker* during a training exercise on Lake Ouachita, Arkansas. Coxswain John Donar is at the helm with crewmen CWO Mark Helmer, Cal Calvert, Jerry Geddes, John Murphy and Mel Otts. On board the helicopter is LT Roberto Torres, Aircraft Commander; LT Patrick Dill, Co-Pilot; AMT2 Mark DeGeorge, Flight Mechanic (in the doorway); and AST2 Ian McPhillips, Rescue Swimmer. The exercise gave experience with helicopter rotor wash and static electricity grounding issues created between the aircraft and the boat.



U.S. Navy photo by MCSA Matthew Bookwalter

Interpreter Roland Zwicky, a U.S. Coast Guard Auxiliarist walks through the jungle in Gabon with members of the Gabonese military during operational exercises with the African Partnership Station.

**Join Us!** [www.CGAux.org](http://www.CGAux.org)

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