



NAVIGATOR

The U.S. Coast Guard Auxiliary Magazine | 2014 Annual



National Bridge

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 Vice National Commodore, Mark Simoni
 Deputy National Commodore,
 Information Technology and Planning, Bruce Miller
 Deputy National Commodore, Mission Support, Richard Washburn
 Deputy National Commodore, Operations, Angelo Perata
 Deputy National Commodore,
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ON THE COVER:

June 23, 2014, marked the 75th Anniversary of the founding of the USCG Auxiliary. The Empire State Building in New York City honored the all-volunteer organization by lighting the tower in Coast Guard Auxiliary colors. This was a high tribute to the work accomplished over the last 75 years of dedication to missions, people and our nation.

Photo credit, James Chin, of 1st Southern District, Division 12, Flotilla 01. (014-12-01) Division Staff Officer for Publications and Branch Assistant New Media.



Orlando, Fla. August 20, 2014 Incoming elected National officers pictured from left, Larry King DNACO Atlantic West / Mission Support, Rod Collins DNACO Pacific / RBS, Ken Brown DNACO Atlantic East / Operations, Rick Washburn VNACO, Mark Simoni NACO.

Auxiliary Photo by Joe Giannattasio, Branch Chief – Photography.

From the Bridge 75 Years of Service

By Commodore Thomas C. Mallison, NACO



In this, the 75th year in the long and distinguished history of the U.S. Coast Guard Auxiliary, it has been my honor to serve the members in the role of the 31st National Commodore. During that time, the Auxiliary has added to the highly successful record of service to the recreational boating public and to the U.S. Coast Guard.

In the Auxiliary's formative years, every member was a facility owner, and service was primarily linked to promoting safety and saving lives on the high seas and navigable waters. In short order that morphed into education and on the water support of the Coast Guard, mainly related to safety of navigation. In those days, the Auxiliary Manual provided that unexcused failure to have an annual inspection of a member's facility was a cause for disenrollment! Over the years policies changed, and following major revision to Title 14 in 1996, our authorized missions expanded dramatically. Today, we can perform all Coast Guard missions as authorized by the

Commandant with the exception of direct law enforcement and military operations.

During the last two years, you, the members, have made some remarkable achievements. We developed and executed a Strategic Plan with the cooperation of all players. In a time of diminishing financial resources we have obtained hundreds of thousands of dollars worth of donated boats for flotillas from Puerto Rico to New York to Lake Powell. After some uncertainties, we conducted the important district training conferences that are so important to promoting excellence among our leaders and members. We revised the format of N-Train and NACON to conserve dollars and improve training. We developed a staff training program to teach our subject matter experts how to interact with each other to produce timely, coordinated staff work. We developed educational products that bring us from the era of hard copy books into the age of eBooks, Enhanced eBooks, and courses deliverable over the internet. We separated the Recruiting function from Retention akin to recognizing the difference between Sales and Service. This facilitates our endeavor to develop a recruiting strategy

to mirror the demographics of society. Our Recreational Boating Safety efforts have contributed to safety improvements to the degree that lives lost in boating accidents during 2013 were the lowest in the last 50 years!

Our 75th Anniversary celebration lasted all of 2014 with events held in every corner of the country. Resolutions from statehouses recognized the contributions of the Auxiliary. Mass media exposure included the naming of Al Roker as an Honorary Commodore before a national audience on the *Today Show*. The Empire State Building was decked out in Auxiliary colors on our birthday, June 23. Also on that day, the Commandant awarded the Coast Guard Unit Commendation Award to every member who served at any time during the last five years.

As my term as your National Commodore comes to a close, I offer my personal "thank you" for the marvelous support that was provided to our organization by each member during the last two years. I ask that you give the same measure of dedication to our incoming leaders as we move into our 76th year. Godspeed, and Semper Paratus!



Looking Forward: This is what we do

By Mark Simoni, VNACO



As we finish looking back on our 75 years as the world's premier volunteer maritime service, it is appropriate to shift our view to the future and lay down a course that will allow us to faithfully and successfully follow the Commandants Direction, and the missions he has outlined for the Auxiliary:

- To promote and improve Recreational Boating Safety

- To provide a diverse array of specialized skills, trained crews and capable facilities to augment the Coast Guard and enhance safety and security of our ports, waterways and coastal regions

- To support Coast Guard operational, administrative and logistical requirements

Some of these things we know how to do very well. Our efforts in RBS have contributed to historically low numbers of boating accidents and fatalities. However, we aren't going to rest on our laurels. We know we face strong competition in the arena of NASBLA approved education classes. We are learning to create electronic education products such as Enhanced eBooks and online courses, but we need to learn how to better train our instructors to use these tools in a classroom environment if they so choose.

The Auxiliary instructs trainers of partners such as the United States Power Squadrons so they also become force multipliers for Vessel Safety Checks and RBS Program Visitation. We realize that we are just scratching the surface in terms of serving the public in these areas. When we look at the increasing numbers of human

powered vessels, it is easy to see that we have our work cut out for us in the realm of boating and water safety.

The Auxiliary is now tasked "to provide a diverse array of specialized skills... to augment the Coast Guard." This is a new requirement that we are only now learning how to fulfill. With the roll out and use of the Skills Bank, we have a much better handle on the capabilities of our most precious resource, our members. However, having such a tool as Skills Bank is only the beginning; we must learn to use it to bring our member's talents to the fight. Expect to see more on this important topic in the future.

Our mission of providing trained crews and capable facilities is not an easy one. Not every member can afford to own a facility, and as we all know, it takes dedication and time to become a qualified operator, and to attain and sustain proficiency once certified. We know from AUXDATA that, while we may have declining numbers of facilities and crew, we are still getting the job done. We also know that the trend is not sustainable. The Auxiliary leadership faces the challenge of determining what resources are needed where, and under what circumstances, then finding a way to provide them.

We are tasked with supporting Coast Guard operational, administrative and logistical requirements. Last year alone, our members volunteered almost three million hours of their time in the performance of this duty. That is an amazing number that represents a real value to the Coast Guard and the citizens of the United States. It is something of which we can all be proud.

Looking ahead, we will face our share of challenges. However, because of our training and the motivation found in dedicated volunteers, we will rise to the challenge. That's what we do. We are United States Coast Guard Auxiliarists.



Photo by Joe Giannattasio, Auxiliary Branch Chief, Photography.

Vice National Commodore, Mark Simoni strums the 75th Anniversary Guitar with the dance band at NACON 2014.



Admiral Paul Zukunft at work.

USCG Photo by Patrick Kelly, Photographer to the Commandant.

ADMIRAL PAUL F. ZUKUNFT NAVIGATOR INTERVIEW

Admiral Zukunft is the 25th Commandant of the U.S. Coast Guard.

This interview conducted with the Admiral shares his vision for the Coast Guard and the Auxiliary.

Admiral Zukunft's guiding principles are Service to Nation, Duty to People, and Commitment to Excellence.

Novakoff: Good Afternoon Admiral Zukunft, welcome to the Auxiliary National Conference and thank you for the opportunity to speak with you.

Admiral Zukunft: It's great to be here.

Novakoff: How do your guiding principles and priorities compare to those of previous Commandants?

Admiral Zukunft: When I came into this job, the first thing we did was review the history with the last five to six Commandants. Quite honestly, what I saw

was an emerging pattern where we would do a zig and a zag. I decided not to have a transition team, but rather a continuity team because I knew that our work force was very weary of another organizational change. My guiding principles begin with service to nation. A lot of that comes from Admiral Papp's Guiding Principles. The next is duty to people and diversity - getting rid of sexual assault is really my biggest commitment to duty and to our families. The third is commitment to excellence and that is really about proficiency. The challenge is growing proficiency within an organization where we move our people every two to three years in an environment of great budget uncertainty.

Novakoff: Optimizing Coast Guard efficiencies and stewardship of funds is one of your stated goals. Combined with the increasing demand on the Coast Guard to be Semper Paratus to respond to natural

disasters and national crises, how do you see the Auxiliary helping in such times? Do you envision an increased utilization of Auxiliarists to perform administrative and non-military or backfill functions?

Admiral Zukunft: Right now we are a Coast Guard that is 3,000 active duty personnel fewer than we were five years ago. Have our missions decreased proportionate to that reduction in personnel? The answer is no, in fact they have grown. I'm going to release a Western Hemisphere strategy next month that is going to better define where the Coast Guard best applies its resources, but at the end of the day I never have enough resources to meet mission requirements and that's where I come back to the Coast Guard Auxiliary. Augmenting our small boat stations, visiting boat dealerships, and recreational boating safety are a key part of doing more prevention and less responsive search and rescue.

The Auxiliary has been called a term I'm reluctant to use, a "force multiplier," but it really is. This last year our boating fatalities were at their lowest level since 1962. I know we have a lot more boats in the U.S. today than we had in 1962 and I attribute a lot of the success that we are seeing to our Coast Guard Auxiliary. There is the administrative support of literally millions of volunteer hours that we get from the Coast Guard Auxiliary, all pivotal to what we do. I don't have 3,000 people on my payroll right now, but I am able to meet mission because I do have our Coast Guard Auxiliary to augment our daily operations.

Novakoff: We are well into the new age of communication via Facebook, Twitter, etc. These new media outlets provide an open forum for expressing opinions and concerns. By their very nature, they are less subject to control and thus more likely to give insight into a poster's true feelings. They have a significant influence on public opinion and provide a direct channel to the audience the Coast Guard and the Auxiliary use to recruit. What is your view on the future of Social Media in the Coast Guard and the Auxiliary?

Admiral Zukunft: If you are not on the crest of the social media wave then you have literally missed the boat in the 21st century. Currently I am on Twitter, Instagram and Facebook; even an old guy like me can learn how to be social media savvy. I use it to provide better exposure to what the Coast Guard is doing. In our all-hands briefings, I often refer to the Coast Guard as the "Silent Service," not because we are the submarine service. No, we're the "Silent Service" because our story isn't told. Heroic events take place every day in this country, and our Coasties are doing great things, but if no one knows about it, it's almost like it never happened. It also makes us better aware of what people honestly think about the Coast Guard and if it's a negative comment that defines what I need to do, it's important as well. Social media is a great tool that allows me to deliver our message better to the public.

Novakoff: Are there any functional areas within the Auxiliary you would like

to see more closely aligned with the Coast Guard mission?

Admiral Zukunft: Our Coast Guard Auxiliarists literally come from every walk of life. The Auxiliary has provided the Coast Guard with a matrix of civil engineers, electrical engineers, IT experts, doctors, lawyers, physicians, accountants, media experts, and the Interpreter Corps. It's important to have these skills to supplement the active duty Coast Guard. Several months ago we hosted a workgroup meeting for the North Pacific Coast Guard forum and we did it all with the Coast Guard Auxiliary. In years past I would pay about \$40,000 for an interpreter corps. Not only that, we hosted a reception afterwards between our Food Services "A" school and our Auxiliary Chef program for less than \$5,000 and we put on a five star meal at a very high level diplomatic engagement.



Novakoff: Looking forward 15 to 20 years, what vision do you have for the structure, leadership and missions of the Coast Guard Auxiliary? What initiatives can we take now to prepare?

Admiral Zukunft: It's very hard to predict 15 to 20 years. I'm actually going to put out a strategy, which will be the first time the Coast Guard has had a five-year global strategy Concept of Operations for our entire service including Active Duty, Reserve, Civilian and our Coast Guard Auxiliary. It is relatively easy to forecast out five years. I don't think any of us could have predicted 9-11, or that there would be an oil spill like Deepwater Horizon. When I look out five to ten years, I see

more frequent and severe natural disasters that will press the Coast Guard into service; we're going to have to be Semper Paratus. When we say all hands on deck, clearly the Auxiliary is a key part of that. I see a potential growth in our portfolio of emergency disaster response activity, and we'll be looking to the Auxiliary to be a key part of that response organization.

Novakoff: Are there any special events within the Coast Guard family during the remainder of this year that can support the Auxiliary's seventy-fifth anniversary?

Admiral Zukunft: It's been a great year. As I look at events going forward, we have our huge Coast Guard Foundation dinner in New York City, October 9th. I think that's an opportunity for us to ring the bell yet again for our Coast Guard Auxiliary.

Novakoff: Is the Auxiliary presently aligned effectively with the organizational structure of the Coast Guard?

Admiral Zukunft: The answer is yes. The Auxiliary has had to react every time the Coast Guard has reorganized itself and it's frustrating for Auxiliary membership. I see no need right now to reorganize the Coast Guard (or the Auxiliary). An important factor is that is that the National Commodore has a seat and a vote on my Leadership Council.

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

Admiral Zukunft: This is the best job in the Coast Guard. It's my twenty-first job in the Coast Guard but it's only for four years. Some people say I am too busy for this or too busy for that, and my answer to them is that I only have four years; I can't say no to any opportunity. But, the most important one is to be here for NACON to pay tribute to our all-volunteer service of 31,000, and the millions of man-hours that you devote that enable me to meet mission. The least I can do is to pay tribute to you, to be here at your National Conference. I am committed to our silver Coast Guard because at the end of the day we are one Coast Guard.

Novakoff: Thank you very much, Sir.



Photo by Bill Coby, USCG Auxiliary Photographer.

Rear Admiral Paul Thomas presents Auxiliary member Anne Lockwood with an award for a job well done as the N-EA, National Executive Assistant.

REAR ADMIRAL PAUL THOMAS NAVIGATOR INTERVIEW

Rear Admiral Paul Thomas serves as the Assistant Commandant for Prevention Policy. In this role he oversees three Coast Guard directorates (Inspections and Compliance, Marine Transportation Systems, and Commercial Regulations and Standards) and is the first flag officer in the Office of Auxiliary & Boating Safety (CG-BSX) chain of command.

Barry Novakoff, Director, Public Affairs conducted this interview at the Auxiliary's 2014 National Conference (NACON) in Orlando, Florida.

Novakoff: As Chief of Staff you worked with the Auxiliary. Can you tell us about the experiences you had?

Rear Adm. Thomas: I worked with the Auxiliary as Chief of Staff but also as a sector commander and the Director of Inspections and Compliance and now in my current job. I'm always impressed with our Auxiliary. I'm really

impressed with the dedication, leadership and vision of the senior leaders. Recently I've been able to see the senior leadership really trying to plot out the future of the Auxiliary and trying to make sure it matches up with the future of the Coast Guard. It has been a very rewarding experience all the way through.

Novakoff: What role do you see for the Auxiliary to assist the Coast Guard in the Prevention arena?

Rear Adm. Thomas: Recreational boating safety is job number one for the Auxiliary and especially important is prevention. As a sector commander, I realized that our field commanders didn't have the resources to get to that mission and we really rely on the Auxiliary to do that job. I always remind people that recreational boating safety is an important core mission. It impacts real people in important ways every day. I would say there is an opportunity to continue to excel in that

area, to continue to leverage partnerships. Certainly there is a lot going on in prevention. Because our nation is undergoing an energy production and transportation boom, we're going to need some help with assistant Marine Inspector type jobs. We are going to start regulating commercial towing vessels, and of course, the fishing vessels are an Auxiliary mission as well. Lastly, we're figuring out what cyber means in the prevention world. We don't have that expertise residing in our active duty forces so we might rely on the Auxiliary to help us out.

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

Rear Adm. Thomas: I think one of the things the Auxiliary is going to really have to focus on is the challenge associated with engaging new boaters, particularly in the area of education. Yesterday, you heard (at NACON) our colleagues in the Power Squadron talk about the need to ensure that the product will always be relevant. There will always be a need for boater education; the question is whether the delivery remains relevant. We really need the Auxiliary to focus on how best to deliver that product and how to partner with all the other organizations out there that are looking at different models: classroom, on-water and online boater education, so we can extend our reach. I remember as a kid, the only reason my parents stopped smoking was because they drilled it into my head in school that you shouldn't be smoking and I came home and "guiltied" them into stopping smoking. I think we might be in the same situation with life jacket wear. I really believe the greatest opportunity within the prevention world for Auxiliaries is to ensure that the product delivery remains relevant, vital and effective.

Novakoff: As an aside, there is an effort to bring in a lot of the youth and teach them that they need to wear life jackets and then have them educate their parents.

Rear Adm. Thomas: I see the paddle craft revolution as the fastest growing segment of the recreational boating population. Here is a real opportunity

for Auxiliarists to recruit new members because the barriers to entry are lower and it's cheaper to get a paddle craft. It is an opportunity to recruit new members who are on the water, face to face with other boaters in an environment that is conducive to discussion. Paddle crafters are out there in groups, in hordes. I know because I am out there rowing and I have to row around them. I think paddle craft represents a real opportunity to extend not only the membership but also the reach of the Auxiliary.

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

Rear Adm. Thomas: I think that is always going to be a very important role. There have been some discussions this week about the Auxiliary's role, particularly the MEES, Marine Environmental Educational Specialist program that is basically America's Waterways Watch, and the Sea Partners program, which unfortunately was defunded but remains an important mission. I would like to see that program expanded because it's really vital that the Auxiliary continue to work with recreational boaters expanding awareness of the environmental impacts of their activities and helping people minimize that footprint. I think at the same time we can also educate boaters on what the Coast Guard does to minimize the impact of everything that goes on the water; for example, what do we do with commercial cruise ships or emissions from ballast water. The average American doesn't know that and I think in the course of the discussion the Auxiliary has with recreational boaters they could explain that piece as well.



USCG Auxiliary photo by Joe Giannattasio, Branch Chief Photography.

Novakoff: What do you see as the greatest challenge to the Auxiliary in regard to its support of the Coast Guard?

Rear Adm. Thomas: The Auxiliary has to remain relevant and vigorous and has to ensure that it can recruit and retain the right type of people. We need to leverage our partnerships with the Power Squadron and international partners so that we can extend our reach.

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

Rear Adm. Thomas: I don't know that I would change anything. I think the partnership is really strong. I would encourage all Auxiliarists to recognize the roles they play when interacting with our crews, particularly our younger crews, as leaders and mentors and not be afraid to step up and play that role. I've seen this happen. At certain stations or units where Auxiliarists have embraced that role, the relationship is strong. We were talking the other day about the mandated training that

the Auxiliary has to go through, which is substantial. However, it is substantially less than what we have to do on the active duty side. One of the reasons why it's good for Auxiliarists to go through our civil rights training, sexual harassment prevention training, and our sexual assault prevention training is so that you understand how we are training our junior people and you can recognize when they might be going astray in those areas so you can intervene. I always encourage Auxiliarists not to be afraid to step up and be that mentor to our junior people.

Novakoff: Looking forward 5 to 10 years, what changes to the structure, leadership and missions of the Coast Guard Auxiliary do you anticipate? What initiatives can we take now to prepare?

Rear Adm. Thomas: I think the Commandant has been very clear. This is not a transition from Admiral Papp to Admiral Zukunft; this is a move toward continuity. One of the first things he decided was there won't be any changes in organizational structure within the gold side of the Coast Guard. For that reason I don't see why we would change the organizational structure on the silver side. I think the new National Commodore may have some minor tweaks and, certainly, we will support that. I don't see any big organizational changes or significant change to the primary focus of the Auxiliary, which remains recreational boating safety.

Novakoff: Do you have any closing thoughts you would like to share?

Rear Adm. Thomas: Just that I am looking forward to continuing to work with the Auxiliary in a different role now as Assistant Commandant for Prevention Policy. I'll definitely seek frequent interactions with the executive committee and I know that the new bridge coming in is excited and I am excited with them. I consider myself part of the new bridge as well so it should be a good couple of years.

Novakoff: Thank you very much sir, I appreciate it.

Foreword

The Public Affairs Directorate, NAVIGATOR Editorial Committee and editor are proud to present the 2014 Coast Guard Auxiliary NAVIGATOR magazine. The Auxiliary has many talented writers and photographers some of whose work appears here. We congratulate our authors for their diligence and determination to gather facts and present the Auxiliary's story with energy, focus, and devotion to mission. NAVIGATOR's importance to the Auxiliary as a print publication cannot be overstated and for the Coast Guard's continued support, we say thank you.

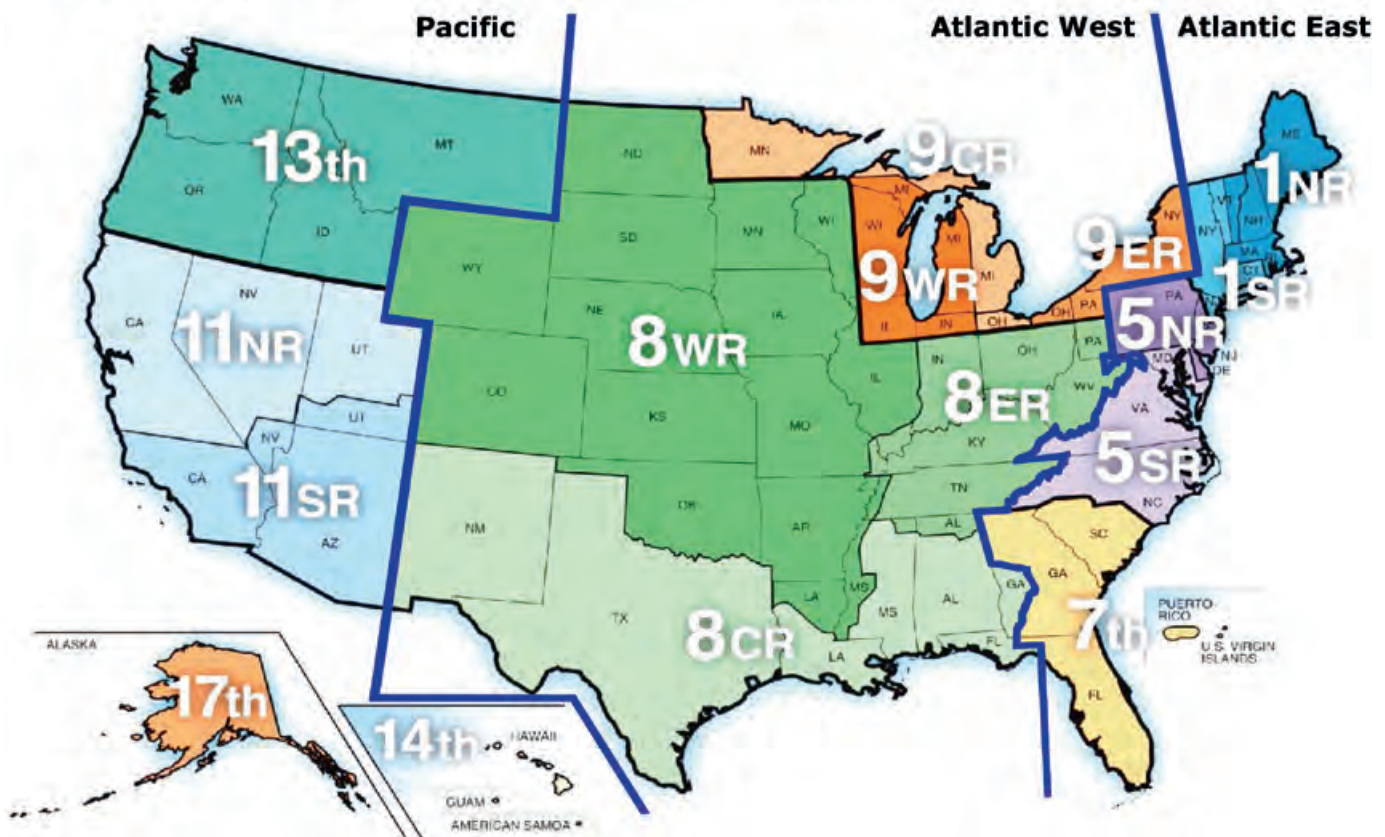
We have organized Navigator's stories around the Four Cornerstones of the Auxiliary:

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

The year 2014 is the year of our 75th Anniversary. We are proud to celebrate this milestone. In 1939 a Congressional decision established the "United States Coast Guard Reserve," administered by the Commandant of the Coast Guard. This contingent of unpaid, all-volunteer citizens owning motorboats and yachts was chartered to foster boating safety. In 1941, another congressional act created the Coast Guard military reserve and the original volunteer reserve was renamed Coast Guard Auxiliary. The United States Code Title 14 states "The purpose of the Auxiliary is to assist the Coast Guard: * (1) to promote safety and to effect rescues on and over the high seas and on navigable waters; (2) to promote efficiency in the operation of motorboats and yachts; (3) to foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts; (4) to facilitate other operations of the Coast Guard." Recreational Boating Safety continues to be the Auxiliary's primary mission.

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

U.S. COAST GUARD AUXILIARY DISTRICTS AND REGIONS



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



Former AUP graduate ENS J.D. DeCastro shown on the bridge of USCG Cutter DECISIVE.

Auburn's AUP Equals Success Stories

By Jake Shaw, DSO-PA, BC-AUP Operations

The Coast Guard Auxiliary University Program (AUP) at Auburn University in Alabama continues building success stories with four members moving into active duty service while new senior leadership takes over the helm.

Summer 2014 Auburn University and Coast Guard OCS graduate, Ensign John DeCastris and Maine Maritime Academy Graduate, Ensign Owen Mims, also an Auburn flotilla member, set sail together on USCG Cutter DECISIVE based out of Pascagoula Mississippi on a cruise to Cuba. Auburn University graduate, Landon Elliott, is currently attending Officer Candidate School in New London, CT at the Coast Guard Academy. Elliott and his OCS shipmates are learning the art of sailing aboard USCG Cutter Eagle on an East Coast cruise. Auburn University graduate Andy Husted will be attending Officer Candidate School/Flight School for the

U.S. Navy in Newport Rhode Island and Pensacola, Florida later this fall.

The Coast Guard Auxiliary University Program provides its student members with a structured core curriculum utilizing Auxiliary courses formatted and delivered in a manner that fits with today's college students' learning style. The students develop their leadership skills within their AUP unit and their flotilla as well as train and participate in missions alongside their Coast Guard active duty peers. According to ENS Decastra, "I had a great advantage going into basic training and then to Officer Candidate School because of the knowledge and skill I acquired as a member of the Auxiliary University Program at Auburn University. The AUP taught me most all of the required knowledge I needed before I went to basic training, and then to OCS."

Taking over the student leadership role at Auburn is John Matechak, a junior in Mechanical Engineering. Matechak finished a two-month internship this summer with the Coast Guard at USCG Station Gulfport, on the USCG Cutter COBIA and at the Aviation Training Center in Mobile, Alabama. While at Station Gulfport, Matechak qualified as a watch stander and as a crewmember on all the station's vessels. Along with the various daily activities, and search and rescue patrols, typical of a coast guard station on the Mississippi Gulf Coast, Matechak also assisted in releasing 25 rehabilitated sea turtles, most of which were Kemp's Ridley turtles, back into the wilds of the Mississippi sound. The mission, in cooperation with The Institute for Marine Mammal Studies based in Gulfport, was to provide a safe launching platform for the rehabilitated turtles. The crew located a spot a few miles offshore



AUP students shown preparing to release rescued turtles back into the water. Marine environmental protection is one important Coast Guard and Auxiliary mission.

in waters too shallow for shrimp boats to accidentally recapture the turtles in their nets and close enough to land to provide an optimal habitat for them to thrive.

Matechak said, "Once we found our location, we were able to release each of the 25 turtles, one by one, off the aft deck of our vessel. All the turtles took to the water right away and seemed pleased to return to the wild. It felt really good to be a part of the Coast Guard crew helping preserve such a beautiful creature that is at such risk for becoming extinct."

After leaving Station Gulfport, Matechak went aboard the 87-foot USGC Cutter COBIA for a three-day cruise. He learned the importance of seamless teamwork as the crew went through fire drills, damage drills and man overboard drills. According to Matechak,

"We needed to be able to count on one another and trust each other to successfully complete our assigned tasks. We looked after each other and stood ready to assist if something were to go wrong. These types of drills can really draw the crew together knowing they can work together and depend on each other in the event of a real emergency."

Matechak finished his internship by joining the Coast Guard Academy Cadets in the Cadet Aviation Training Program at the Coast Guard Aviation Training Center in Mobile Alabama. This program

exposes the cadets to most of the Coast Guard's flying assets and their supporting units. With the Academy cadets, Matechak practiced flying in the flight simulators. At mid-week, the group drove to Pensacola, Florida to go offshore to participate in a hoist evolution.

Matechak said, "We put on our swim trunks and headed out into the water. After we were in position, we jumped into the water and the helicopter flew over us. The spray from the rotor wash was intense until the helicopter was directly overhead. A rescue swimmer lowered from the aircraft

and entered the water about five feet in front of me. I remembered how hard it was to fly in the simulators and realized how good a pilot must be to become a Coast Guard helicopter pilot. The rescue swimmer slipped the harness around me and began the hoist. I was brought up to the door of the helicopter and lowered back down to the water. It was amazing to think that the aircraft crew did this every day. They are able to fly into dangerous situations and save someone with what looked to me to be great ease. Those guys are awesome!"

The experience Matechak had this summer and the enthusiasm he will bring back to Auburn will be invaluable to the Auxiliary University Program students new to the program this fall. Unit Auburn's "New Guard" will help the program grow to even greater heights. Matechak's excitement is contagious. He said, "The thing I appreciated most from my summer internship was the atmosphere and community of being in the Coast Guard. There really are very few opportunities in the world where your entire job is that of helping people. No matter what the task, the Coast Guard is here to help. I hope to one day join their ranks and their adventures, serving our nation in the United States Coast Guard."



Cooking for Coasties

Division 4 Steps up to the Plate

by Gretchen Judi Bacon

DAYTONA BEACH, Fla. – Sometimes the best way to serve your country – and the U.S. Coast Guard – is to flip burgers, pancakes, and toss the occasional salad.

That's what Marlene Page and Judi Bacon, already accomplished home cooks, thought when the opportunity for AUXFS, Auxiliary Food Services, training became available in April 2012. As members of Daytona Beach's Flotilla 44, they knew they could help the U.S. Coast Guard by learning to cook for the "Gold Side." So they signed up for the three-day class.

Arriving at Coast Guard Station Ponce de Leon, they met their three eager instructors – William Giers and George Peek, Auxiliary Food Service from Flotilla 17-6 Central Brevard, Fla., and Elizabeth Gallagher, Auxiliary Food Service from Flotilla 45 in Sanford, Fla.

Over the next three days the women learned topics such as sanitation and safety, tools and equipment, food preparation, meal planning, serving techniques, nutrition, hygiene, storing food, recipe conversions, herbs and seasoning, cooking principles and USCG administrative requirements. Students received classroom instruction and the hands-on experience of cooking in the Galley at Coast Guard Stations as they train.

Food Service specialist first, FS1, Castro Pagen supervised Auxiliary students during the practical portion of their training. The class had only three students, so the auxiliarists enjoyed individual attention. Shortly after this valuable training, Page and Bacon both volunteered for galley duty, joining the ranks of 60 other AUXFSs serving in District 7. FS1 Catlin Kaple, Food Service Officer/MAA at Coast Guard Station Ponce de Leon set up a schedule for these Auxiliary members to join him in the station's galley.



DAYTONA BEACH - Landon Stewart with AUXFS Judi Bacon at Coast Guard Station Ponce de Leon in Florida displaying cupcakes baked by Auxiliarist Bacon and co-iced with a Coast Guard Design with FS3 Stewart.

Page and Bacon arrived for their first duty shift willing to learn new tasks and demonstrate that they could be trusted to prepare meals at the station. Learning where pots and pans were kept, how the serving line was set up, how to keep track of used stores from the pantry, and checking the temperature of the refrigerators and freezers became second nature as they went about their assigned tasks.

A month after volunteering it was evident that they had earned trust from the Food Service personnel. One morning active duty personnel left the galley to attend mandatory training leaving the Auxiliary members alone to prepare the meal. This was a day for these two Auxiliary chefs to demonstrate their new culinary skills.

"Because the menus are prepared a week in advance, we are now asked what

we would like to prepare the next week so that FS1 can determine if our choice will fit with the other meals planned," Bacon said. Page added, "We are tasked to prepare a week's menu plan. Working with four chicken, four beef, two fish and two pork dishes each week is not a simple task."

The AUXFS program began as a National pilot program and a way for the Auxiliary to continue serving their active duty shipmates. At the 2009 N-Train, the Program moved from pilot status when COMO Laurino made it a National Auxiliary program. The AUXFS National Program is a Division within the Auxiliary National Department of Human Resources. PQS tasks approved by USCG Headquarters as a viable Auxiliary Program provide the framework for training. Since 2010, Auxiliarists have trained and cooked at small boat stations, events, and onboard



DAYTONA BEACH - FS1 Catlin Kaple Coast Guard Station Ponce de Leon preparing menu for next week.

cutters as they fill in for Active Duty Food Service personnel on leave for training

Auxiliary cooks nationwide have developed routines in station galleys. Some like to cook desserts and others prefer to prepare meats and vegetables, but each Auxiliary volunteer assists others in their tasks. It is team coordination training (TCT) at its finest as they team up to prepare meals and safely maneuver about Coast Guard galleys with sharp knives and

hot dishes, without dropping precious food items.

The on-duty members at Coast Guard Station Ponce greet Auxiliarists arriving to work in the Galley with waves, smiles and some hugs. FS1 Kaple said he, "Greatly appreciates Page and Bacon coming every week. I especially appreciate our Auxiliary volunteers when I need extra assistance ... preparing for large groups such as Sea Scouts, ROTC students from a local high



DAYTONA BEACH - AUXFS Marlene Page at Coast Guard Station Ponce with a plated meal the Auxiliary Food Service staff prepared and is now ready to serve.

school in Daytona Beach or Florida Fish and Wildlife." Kaple said, "All I have to do is ask and they come."

The Auxiliary Food Service is another way the Auxiliary assists with whatever the Coast Guard needs, whether it is in the galley at the Station, on a cutter underway, or filling in when an FS at the station is ill or in training.

Coast Guard Auxiliary Boat Inspection Program



USCG Auxiliary file photo.

For nearly 75 years members of the Coast Guard Auxiliary have volunteered their time and energy by participating in recreational boating safety and public education programs as well as search and rescue missions, and homeland security patrols. Each of these operations provides vital support to augmenting the readiness requirements of the United States Coast Guard.

In the summer of 2012, the Command at Station Fire Island, led by Chief Warrant Officer Tim Woody, Chief Petty Officer Simon Sandoval and Petty Officer 1st Class Nicholas Kelly realized they had a tremendous and untapped inspection resource available in the ranks of the highly dedicated and experienced members of Auxiliary Division One. Their vision was to create a small team of highly trained Auxiliary members who would regularly inspect the Station's small boat assets. This program was to be an innovative and cost effective way to identify potential problems and to report to the Engineer of the Watch any discrepancies or potential mechanical issues affecting the operational status of the unit's small boats. Thus, Station Fire Island's Auxiliary Boating Inspection program (ABI) was born.

As Chief Warrant Officer Tim Woody stated, "Our goal was to systematically roll out the ABI program in three distinct phases over the course of 6-12 months. My only role was to emphasize patience. If this program was going to work, it would take time to get it right."

Soon after the decision was made to go ahead, Auxiliary members formed a 10-man ABI team. The ABI team began training with members from the Station's Engineering Department on how to conduct detailed "stem-to-stern" inspections of the Station's boats: two 47-foot Motor Life Boats, two 25-foot Response Boats, the Station's boat trailers, and eventually the entire Station building interiors.



Auxiliary Boat Inspection members (clockwise from bottom right) Gary Lerner, Mark Goodyear, John McEachen, Robert G. White, Harvey Miller, Thomas Famiglietti, posing on board the station's 47' patrol boat and not underway.

During all types of weather, the ABI team meticulously inspected the Station's boats and building. Auxiliary inspectors discovered, documented and presented



USCG file photo.

infractions or discrepancies to the Engineer of the Watch at the end of each session. Safety was the focus! Chief Warrant Officer Woody stated, "It didn't take long for the Auxiliary to exceed our expectations. Watching them shadow the Coast Guard Standardization Team inspectors was the moment I truly realized this was going to be a successful program."

Members scheduled and conducted inspections on a bi-monthly basis with a weekly "surge effort," occurring two months before the yearly inspection by Coast Guard Sector Long Island Sound. In 2013, the ABI team performed a total of 371 inspection hours.

Over the past 18 months, this totally unique and invaluable effort on the part of Coast Guard Auxiliary members from Division 1, assisted the Station's Engineering Department in meeting the readiness standards of their boats and equipment. Through this effort, the Station achieved one of the highest annual inspection scores in the history of the unit during the 2013 Ready for Operation (RFO) inspection.

"Engineering Petty Officer (EPO) Christopher Pekarski said in the weeks before the RFO "their (Auxiliarists) help with preparations was invaluable and a significant factor in the Station's High rating."

The ABI teams along with members from Station's Engineering Department hope that the success of their program will inspire other units to adapt an Auxiliary Boating Inspection Program of their own.

Public Affairs Awards 2014

Public Affairs officers are Ambassadors for the Auxiliary to the public. They are responsible for telling the Auxiliary and Coast Guard stories, for helping people understand the variety of ways the Coast Guard and Auxiliary serve our nation, communities and people. Public Affairs Awards are given to the Public Affairs Officers whose service is exemplary as they put a "face" on Team Coast Guard. We honor three broad areas of PA service, PA Programs, Publications, and Photography/Video Productions.

Public Affairs Program Awards

Public Affairs officers are responsible for organizing and managing robust Public Affairs Programs for their units. A robust PA Program has many components including telling the Auxiliary's stories in print and broadcast media, promoting safe boating classes, public speaking, promoting programs for safe boating and vessel safety checks, participating in boat shows, interacting with boaters, meeting with government officials and representing the Auxiliary at meetings of civic organizations. The PA Program Award seeks to recognize and encourage PA Officers who establish and maintain robust PA Programs. This year's award winners are:

First Place Flotilla 10-05, D5S -
Carol Urgola, FSO-PA Oak Island, NC

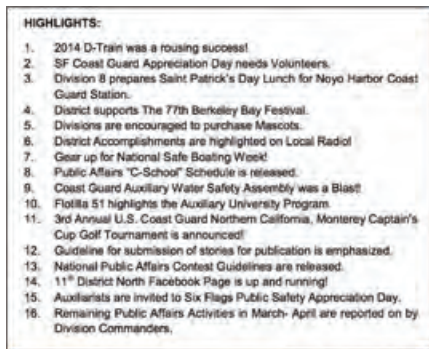


First Place Division 6-10, D11N
Jane D. Smith, SO-PA Scotts Valley, CA



Page From Activity Report

First Place District 11 North
Jerry Edelen, DSO-PA Del Rey Oaks, CA



Page From Activity Report

Publications Awards

A unit's publication is one method of communicating with its members, Active Duty partners and the community at large. It is the "face" others see and so it must follow all of the rules for publications, be informative, eye catching and tell the Auxiliary story well. To encourage units to produce the best quality publications the National Public Affairs Directorate wishes to acknowledge the best of these publications.

Award recipients for 2014 are:

Flotilla 07-06, D9ER Spirit of 76
Editor Jeff Eakin



First Place Division 7 District 7 Intercom, Editor Dottie Riley



First Place District 11S
Commodore's Bulletin & Directors' Newsletter Editor Julia Dye



Photography Awards

Coast Guard Auxiliary Photographers are encouraged to capture interesting and compelling images of Auxiliary members and assets in action. Photographers who have successfully produced photographs across specified program cate-

gories are eligible for this award. This is not an easy task, as images must be compelling, free of uniform infractions, procedural errors and be technically correct without photographic manipulations.

This year's award winning photographers are:

Linda Vetter from District 11N, Flotilla 01-09 First Place Operations



**Joanne McCollum from District 13,
Flotilla 07-08 First Place Public Education**



**Patricia Kuhn, from District 7,
Flotilla 08-05 First Place Team Coast Guard**



Awards were presented at NACON 2014.

Keeping St. Simon's Light on - 20 years

By Arlene Ingram, Flotilla 10-10



Surrounded by ancient live oaks, tall palm trees and cedars, the 104' tall light tower still serves as a working Aid to Navigation, ATON.

On the afternoon of May 22, 2014, as part of our local observance of National Safe Boating Week, U.S. Coast Guard Auxiliary, Flotilla 10-10, St. Simons Island, hosted a reception honoring seven keepers of the St. Simons Island light. Members of Flotilla 10-10 paid tribute to these seven member lightkeepers' exceptional performance over a 20 year mission. The Gazebo on the grounds of the iconic St. Simons Island Lighthouse

served as the location for this event. Even on this special day, a regularly scheduled workday, the committed light team did not join us on terra firma until they had finished their routine obligation "at the top."

Among notable guests attending the reception, was a delegation from Coast Guard Station Brunswick headed by Senior Chief Trey Bennett, the Honorable Cornell Harvey, Mayor of Brunswick, and Coastal Georgia Historical Society's

Director. Tower Curator and members serving as caretakers of the tower, cottage and grounds, as well as fellow members of Flotilla 10-10 and their families gathered to honor the continuous mission of the dedicated volunteer light crew.

The tower faithfully flashes its patented beam out to sea as it has since 1872. The historic light has guided seafarers into safe harbor throughout the years with two exceptions: two years during WWI and three years during WWII. During those years, all lighthouses from Maine to Florida went dark so as not to give aid to the daunting German U-boats lurking offshore with full intentions of sinking American vessels.

The first St. Simons Island lighthouse was 75 feet tall and built in 1810 by James Gould who became its lightkeeper. Retreating confederates destroyed that first lighthouse so Union ships could not benefit from its light as an aid to navigation.

Mr. Bob West has been a member of Flotilla 10-10 St. Simons Island for over 37 years. West grew up on St. Simons and played in its legendary lighthouse as a boy.

Now, into his 20th year of constant lightkeeper service, West is still playing in that lighthouse with the other founding crew member, Jeff Cole, and the rest of CGAUX Flotilla 10-10's volunteer lightkeepers.

West still remembers the day in 1994 that the Coast Guard called on him to request he put together a small band of Auxiliary volunteers to take over the Saint Simon Island light care and maintenance. He dutifully accepted the assignment. West and Cole quickly assembled a crew and the rest is a part of the vast historic past of this widely acclaimed, postcard perfect SSI lighthouse.

Today, a seven-man crew still includes two of the original Auxiliary volunteers from May 1994, Jeff Cole and Bob West.

File photo.



Auxiliarist Randy Irwin climbs tower to inspect and clean lighthouse.



Auxiliary member Bob West observes light test of St. Simons Lighthouse.

The current crew now also includes Ralph Ainger, Al Dixon, John Farmer, Bill Wiggins & Randy Irwin. David Melvin was also a long time Member and Captain Burney Long, Coast Guard retired, was beloved as one of the original band of Aux volunteers who stayed active with the team until he passed away in 2013 after 50 years of service to community and country.

Over the years, some Auxiliary light crewmembers have come and gone depending on their interest, ability to make the climb and willingness to complete the required training. It takes true devotion to the mission to show up each week and sweat in an extremely hot lens room! Every Thursday afternoon, the crew climbs 129 steps to the popular tourist observatory. They then enter the gated mechanical area to do systems checks while some ascend another 10 feet into the lens room to perform a series of maintenance tasks that insure the light is continuously operational.

Light-team duties include the hard and delicate work of polishing each individual glass prism and each brass frame of the 155 year-old, Third Order Fresnel (FRY-NEL) lens. In addition, the team checks the backup emergency radio, the moving parts and the lubrication of the 3,000 pound gear mechanism that keeps the lens turning. They test the electrical system, the high intensity light bulb and the backup bulb that automatically takes a failed bulb's place by covering the bulb's photo sensor to see if the light will automatically light up at dusk. Conducting these tasks insure that the 1000 watt bulb, magnified by the ex-

quisitely polished lens, shines brilliantly for up to 23 miles seaward, rotating to produce one (1) uniquely patterned, dazzling flash per minute.



Burney Long, Auxiliary Lightkeeper carefully cleans lens on Saint Simons Lighthouse.

Late afternoon in February 2014 while taking photos, we commented on how hot it was. "Yeah it's hot...you should be up here in July and August!" The crew remarked. "We bring extra shirts in the summer because they are soaked when we're done up here." The crew recalled a story about one of their original crew brothers, Capt Burney Long, and the time when the prisms magnified the incoming light while he was cleaning the lens and set his pants on fire. That is just one example of why lightkeepers go in pairs to the lens room to look out for each other.

It's not all work and no play, however. These Auxiliaries are wonderful ambassadors for the Coast Guard and Auxiliary. Regularly seen and heard, they entertain visitors, who have made the climb to the lighthouse observation level, just outside the off limits section to the light. The light crew have many interesting tales and folk lore and are always ambitiously pointing out landmarks from the circular deck that inspires awe in its 180 degree scope of magnificent sights high above St. Simons Sound and the popular Pier Village. They seem exhaustively happy to impart their brand of colorful local history to those guests who may inquire.

The Historic St. Simons lightkeepers of Flotilla 10-10's light team are devoted guardians who keep the light on because they are committed to their vital mission. They love the light and are eager to tell the tales of its fascinating history. The SSI light team is one of the Island's best-kept secrets.

Coast Guard Auxiliary Flotilla 10-10 volunteer lightkeepers dutifully maintain the picturesque St. Simons Light as a fully functioning ATON (Aid to Navigation.) Their stated 20-year mission and beyond: To bring mariners at sea, safely back to port.

To that end, we say Bravo Zulu!

Arlene Ingram
U.S. Coast Guard Auxiliary, Flotilla 10-10,
St Simons Island
Public Education and Communications
Staff Officer



File photo.

Working side-by-side with Active Duty and civilian volunteers, Auxiliary members distribute blankets and other needed supplies to tornado victims.

LAND and SEA, AUXILIARY LENDS A HAND

Responding to Natural Disasters

By: Bob Donaldson, DSO-PA-08WR

When Coast Guard Chief Boatswain's Mate Michael J. Hiatt, Boat Forces Supervisor, Sector Upper Mississippi River, learned that a category EF4 tornado had devastated the small town of Mayflower on the Arkansas River, he did what he had done in the past. Hiatt began to organize a tornado relief effort. After the tornado went through the town of Mayflower, only a few buildings remained standing. In a matter of only minutes, sixteen people lost their lives and 150 were injured. In Faulkner County the tornado destroyed 328 homes and almost all of those remaining sustained substantial damage.



Bob Donaldson, DSO-PA-08WR, and Joe Zehler, SO-MA-15, unloading supplies and materials.

This was Chief Hiatt's third effort to provide humanitarian assistance to tornado

victims. His first came in 2012 after a tornado touched down in Joplin, Missouri and the second in 2013 in Moore, Oklahoma.

In an effort to enlist needed personnel for such a wide geographic undertaking, organizers called upon the Coast Guard Auxiliary. "The Auxiliary is a force multiplier for the Active Duty Coast Guard and includes local units throughout the 8th Western Rivers Region. It includes flotillas from the Ohio River Region all the way down to Little Rock on the Arkansas River. Mayflower, the town most affected by the tornado, is located 16 miles north of Little Rock."

When asked why he requested Auxiliary assistance, Chief Hiatt said, "The Auxiliary has been most beneficial in previous efforts in providing assistance due to their

File photo.



Photo by Jake Shaw, DSO-PA

MONTGOMERY, Ala. April 28, 2011 JD DeCastra, Auburn University student from Flotilla 081-08-12, removes debris from Maxwell-Gunter Air Force Base Recreation Center at Lake Martin.



File photo.

Lake Martin Center, Tuscaloosa, Ala. April 29, 2011 Landon Elliott, student leader in the Auburn University Auxiliary University Program, works to clean up following the Lake Martin tornado. Landon is currently in Coast Guard Officer Candidate School in New London, CT and will graduate on 25 November.

networking ability, their resources within the community and their available hours which the Active Duty Coast Guard does not have due to daily mission requirements.”

Chief Hiatt enlisted the assistance of Machinery Technician 1st Class Jon A. Suermann, also of Upper Sector Mississippi River. On June 2, 2014, they arrived at the Little Rock Coast Guard Auxiliary Station located in North Little Rock, Arkansas, pulling a large trailer packed with much needed supplies for the residents of Mayflower. Greeted by Bob Donaldson, DSO-PA-08WR, and Joe Zehler, SO-MA-15, the unloading of supplies and materials began immediately. The next day the team traveled to Mayflower to deliver the donations. The on scene disaster team was favorably impressed at the response and support of Coast Guard and Auxiliary units from so far away.

When Hiatt was asked why he undertook the project of assisting people in a place he had never been and where he was unfamiliar with the residents, he replied, “As a small child my family lost everything in a tornado. Neighbors chipped in and helped us. Now, 35 years later, I want to help those in need who have experienced the same tragedy. I feel I never have done enough and always feel I can do more and the only way I can is with the Auxiliary. I would not be able to do this without them.”

This is not the first time the Auxiliary has come to the aid of tornado victims. In April 2011 members of Auburn’s University Auxiliary detachment, loaded vans, trailers and personnel and headed across state to their archrivals, the University of Alabama, in Tuscaloosa, where a tornado cut a mile wide path through town killing 24, damaging several building on University of Alabama’s campus and wiping out countless homes and businesses in the town. They remained there for several days cleaning away debris and helping in the recovery effort.

Nationwide, in responding to natural disasters, the Coast Guard Auxiliary has exemplified the *Semper Paratus, Always Ready*, motto with their commitment of devotion to people and service to others.



Mobile, Ala. Commander Russ Hellstern (retired) flew Lee Harrison, Flotilla 081-07-11 over Alaska in a full motion helicopter simulator.

SABRE Mission Aircrew School

By Lee Harrison, Flotilla Commander
081-07-11

It was three years in the making. Col. Brian 'Jumper' Childs, DSO-AV D8CR had a vision to reduce the training time and costs from the many months of one-on-one tuition for aircrews to a comprehensive one-week course at ATC Mobile, the heart of USCG Aviation. The course set out to qualify interested members as Observers, Aircrew or Pilots with the specific mission of Search and Be Ready for Emergencies hence the now nationally recognized acronym: SABRE.

"SABRE trained," Auxiliarists are authorized to fly as Air Crew in Search & Rescue (SAR) missions and are among the first called to respond to environmental emergencies patrols and first light searches. The class, made up of both the air and

surface sides of the Coast Guard Auxiliary, allowed a comfortable merging of specialties.

Many SABRE students had never even flown in a small plane and had no desire to put on heavy boots, a non-breathing flight suit, headsets and a life jacket "in the unlikely event of a water landing" or squeeze into a 2 or 4 seat airplane in 80 degree heat in the cockpit. However, they quickly became captivated by the boundless enthusiasm and professionalism of flight leaders and excellent instructors who did not try to 'Stump the Chump' but gave 100% of their time and energy thereby ensuring success.

Some students had prior military experience. Some had been pilots a long time. All worked side by side with experienced colleagues during an eight-day SABRE Mission Aircrew School held at ATC Mobile February 2014.

Each day started at the crack of dawn in the lobby. Students broke into teams and walked briskly for a one-mile walk to get exercise and build camaraderie. Everyone arrived for class by 8 am and sometimes finished at midnight. Nevertheless, no one complained. Students faced situations way over their heads but clearly and constructively communicated. Rather than try to find a way out, they found a way in. Words that were foreign on Monday were second nature by midweek. What was most impressive was the willingness of the highly experienced to bring along the rest in a structured and positive manner.

Training included working on full motion simulators and desktop simulators for navigation and emergency procedures, mission planning, physiology and spatial disorientation, HAZWOPER, ORM/CRM, and Orders briefings and execution.

Everything was explained in detail with patience for the sole purpose of providing students with tools to increase safety, situational awareness and execute the missions in a timely and coordinated manner. It was totally transparent who came from the Surface side or the Auxiliary Air, AUXAIR, side as action was accomplished by seamless integration and harmony.

Students trained in the classroom and then practiced in the air. They swam 75 yards in flight suits, boots and life jackets and pulled themselves into an awaiting life raft

always accompanied by Auxiliary Instructors who treaded water for nearly 3 hours. Participants entered an airplane seat made of PVC pipe, affectionately known as a SWET trainer, were coached and encouraged by two Coast Guard rescue swimmers, seat belted in and inverted underwater. The task was to count to five, release the seatbelt, exit the structure and swim to the surface. Intentionally being flipped upside down in the water was odd, but the first time to try that is not during the actual emergency.

Participants formed an unprecedented bond of camaraderie known as SABRE. On Graduation night CAPT Tom Maine, USCG, Commanding Officer ATC Mobile and Commodore Larry King, D8CR pinned the class members. Analysis of results of this program indicated that D8CR saved the USCG and associated agencies more than \$5.5 million during FY 2013. SABRE saved almost \$750,000 in training costs and over 50 years of labor. Participating in training at ATC Mobile, a top Coast Guard aviation-training facility, is a privilege for Auxiliary aircrew members.



Air Station Mobile, Ala. Planning sessions occurred throughout the training under the leadership of highly skilled instructors.



Students swam 75 yards and pulled themselves into an awaiting life raft.



Mobile, Ala. Dennis Patterson, Flotilla 081-07-02 looks on as Thea Narkiewicz, Flotilla 081-04-05 practices with a simulator.

Coast Guard Academy Admissions Partners "AIM" for success

By: William Key and Lance Kitchen, USCG AUX Academy Admissions Partners; Public Affairs Specialists

What Coast Guard Auxiliarist has not entertained the idea of sailing aboard U.S. Coast Guard Barque Eagle, or attending the U.S. Coast Guard Academy? There is a program where Auxiliary members do just that. Like the nearly 600 high school seniors, an average of 15 Coast Guard Auxiliarists, are also selected to help with conducting the Academy Introduction Mission program, AIM.

The United States Coast Guard Academy is among America's elite colleges and universities. Cadets attend the Academy tuition free, receive a monthly stipend while in school, and are guaranteed a very exciting profession after graduation, as an Ensign in the United States Coast Guard. One program the Academy utilizes to see if potential candidates are a "fit" is AIM, the "Academy Introduction Mission."

Many high school students spend their summer on family vacations, in the pool hanging with friends, at the movies, or even passing those hot days playing video games. During July approximately 600 high school students, decided to do something different and head to the Academy. These rising seniors are selected from among 2,000 applicants for a very realistic and intense week in New London, Connecticut.

These students, (called AIMsters) are exposed to "life as a Cadet" for one week. The program starts with arrival to the Academy and introduction to their leadership, the second class Cadet Cadre. Upon the initial welcoming, AIMsters transition from the civilian world to military life. They are issued uniforms and sworn in.

RADM Sandra Stosz, Academy Superintendant, addresses AIMsters, their families and Auxiliary Admission partners during AIM Week.

USCG Auxiliary photo by Barry Novokoff.



RADM Sandra Stosz, reviews AIMsters during AIM Week.

Stripped of their means of communication to the outside world, it immediately begins. Focus is on the process of the team as a whole instead of individuals. AIMsters begin the process of learning about the rigorous, disciplined Academy life. They are divided into companies made up of other students from across the country. This allows a greater opportunity for the AIMsters, to build on the key components of teamwork and trust.

An AIMster day is 0600 to 2230, beginning with "PT," physical training. They take classes that highlight different areas of the Academy, including meeting with faculty and staff, learning about academic, military protocol, and athletic programs. Planned events include sailing and tours of Active Duty Coast Guard assets such as cutters and helicopters.

One of the highlights of the week is the robotics competition where AIMsters work as teams with vessels designed to complete several Coast Guard missions.

This robotic watercraft's simulated missions can protect the environment, land a helicopter, rescue survivors in distress, and place Aids to Navigation Buoys. AIMsters/Company's compete against each other as teams with Cadet Cadre, and their family members to cheer them on during the final stages of the engineering competition.

AIM weeks are indeed successful, due to the support of everyone involved, including the Academy Admissions Partners. Academy partners are Alumni of CGA, Coast Guard Active Duty and Reserve personnel, Coast Guard civilian employees, parents of current and former cadets, and members of the Coast Guard Auxiliary.

Auxiliary members implement and coordinate the day-to-day operations in order to make the 3 week sessions run as smoothly as possible. Partners are Semper Paratus although "Semper Gumby," Always Flexible, is sometimes necessary with duties ranging from meet and greet stations for parents and students, 24/7 radio opera-



File photo.

tions, 24/7 duty drivers, providing hospital transport, standing the watch as safety officers during various physical fitness and waterfront activities, as well as advisors to the second class Cadet Cadre leadership.

Marching by company in military formation in front of parents, grandparents, family and friends, AIMsters culminate a successful week with a graduation ceremony addressed by the Academy Superintendent. This graduation exercise is for those who have risen to the challenge, by completing the grueling task of the AIM week program.

After the week, Academy Admissions Partners "AIM" for success by providing follow up for the now graduated AIMsters and prospective candidates with applicant interviews, guidance and direction during the Academy application process, and communicating with various high school counselors and teachers throughout the year.

The Academy Director of Admissions and Associate Director of Admissions supervise the partner program. A management advisory board including Coast Guard Auxiliary personnel assists in the development of policy, coordinates and manages communications, as well as ongoing training programs.

Auxiliarist and Academy personnel work together towards a common goal, by "AIMing" for the continued success of the United States Coast Guard Academy, and the mission of preparing and graduating qualified Coast Guard leaders with character to serve the nation.

USCG Auxiliary photo by Barry Novokoff.



File photo.

Auxiliary members exhibit safe boating messages at recent public affairs event.

Safe Boating Goes Bilingual

By Arlene Ingram, FSO-PE
Flotilla 095-39-02

Celebrating National Safe Boating Week in Des Plaines, Illinois by Flotilla 095-39-02 included public events with the Hispanic community. The kick-off event on May 17 at Des Plaines Spring Fun Fair at Prairie Lakes Park featured FSO-PB Chas Hague's "Find and Count the Hitchhiking Invasive Species." Kids searched his twelve-foot sailboat for Zebra Mussels, Gobys, and Purple Loosestrife—all artificial. Another boating safety activity was "Teddy Overboard," where children practiced throwing a line and a Type IV flotation cushion to Sailor Teddy Bear who had fallen overboard with an emphasis on "Reach-Throw-Row-Don't Go!" VFC and Spanish Interpreter Virginia Haase gave instructions and explanations of safety procedures in English and Spanish to the children and their parents who attended the event. Bilingual boating safety brochures handed out by Flotilla 09-32 members, Bridget and Tim Darrey, Bob Reczek, Chas Hague, and Virginia Haase

provided vital recreational boating safety information.



Auxiliary member Arlene Ingram, points out safe boating coloring book to a young visitor.



Static display highlights safe boating is no accident with hands on displays.

As part of NSBW celebration, the local flotilla hosted a youth safe boating class in Des Plaines District 62 Plainfield School to bilingual first graders. VFC Virginia Haase read *Bobbler, The Water Safety Dog* in Spanish and Tim Darrey read it in English to the six participating students. Darrey and Haase ran two small group activity centers. Darrey demonstrated how to tie boating knots in English, while Haase explained man overboard rescue skills and tossing lines and flotation devices in Spanish. Later that afternoon, they conducted a *Way Points* boating class for fourth graders at the Des Plaines Park District Lake Park Clubhouse. Darrey and Haase taught parts and functions of boats, man overboard procedures, marlinspike, and boating safety rules. These classes invited parents to attend with their children extending the outreach of the RBS message. Fourth grader Raphael Ranola, who attended Flotilla 39-02's National Safe Boating Week youth safety classes for the second year in a row, commented, "I love learning about boats and knots!"

Smart Captain, Happy Ending

By Joe Newman, Flotilla 12-1,
Inland Sea Lake Marion, S.C.

This article previously appeared in the District 7 Breeze. To comply with submission guidelines for the Navigator the author rewrote the article.

LAKE MARION, S.C. — Recently, an accident demonstrated many of the concepts taught in boating safety courses and played out in a real life drama: wearing a life vest, discipline in an emergency, and emergency medical skills. Fortunately, everything came together in what otherwise could have ended very badly.

Many mornings just after daybreak while the lake is calm, anglers motor out a mile or more onto Lake Marion to tend their trotlines. On this morning one person in a trim 16-foot runabout, with a bow-mounted helm and a brand new Yamaha engine set out early to check the catch. This day would prove to be a very different trip from normal. Around 7 a.m., while underway to the trotlines the boat suddenly veered hard, possibly from hitting a submerged log. The sudden movement ejected the angler from the boat about a half mile from shore. Adding to the danger the boat, with its steering locked, circled back and struck the man, perhaps more than once, slicing both legs. On one leg, the gash was deep and extended from ankle to hip as the prop ran up the leg. The boat then flipped over killing the engine. The angler spent the next 40 minutes in 65-degree water, attempting to make way to the boat, collecting thoughts, and finally signaling the only way possible under the circumstances yelling for help.

Four things contributed to saving his life. First, and foremost, the angler was wearing a hydrostatically activated life vest, which inflated as soon as he submerged. Secondly, he is a former Navy underwater demolition team (UDT) diver, so he did not panic. Next because of a divine set of circumstances, a neighbor heard his cries for help from almost a half-mile away. The water was calm, the air was still, and



Lake Marion, S.C. Department of Natural Resources Marine Patrol Officer observes the scene and records the accident of a small fishing vessel partially submerged.

the angler was motivated. A neighbor was outside taking a walk and heard a faint sound, which seemed out of place. Another person listened and agreed it was someone in distress.

Borrowing a neighbor's pontoon boat, they raced out to the overturned vessel. There they found the victim conscious, but very weak. They managed to get him into the boat where, fortunately one of the rescuers was a nurse (number four in the collection of miracles) who treated the victim for cuts, shock and hypothermia.

They called 911 and rushed him to shore where he was stabilized and transported to the hospital for treatment.

The result from this incident is a few new scars for the former UDT man and

his boat. The bottom line is that this angler has another story to tell and will still be around to tell it.

What are the lessons from this sea story? First, always wear a life jacket when in a boat. Secondly, it is best not to go out by yourself. Next, activate and wear a 'kill' switch. Remain calm, think, stay with the boat as long as it is afloat and have a plan for sudden unexpected emergencies. Boaters should file a float plan so people know where to look for delayed or missing boaters. These are important boating safety rules that every boater should know and use. The Auxiliary's public recreational boating safety classes play a very important role in teaching these rules and encouraging boaters to use them.

Photo by Joe Newman, USCG Auxiliary.



CHICAGO - Auxiliary members Alan Janney and Jim Cohen (Flotilla 39-06) watch over the safety zone during the 106th Annual Mac Race with the U.S. Coast Guard Cutter Mobile Bay in the distance.

Chicago to Mackinac Island Sail Race

by Jeff Gillmore Flotilla 39 – 06 Wilmette, Illinois and Maura Casey, Branch Chief District Relations

CHICAGO - Six Auxiliary facilities and one Auxiliary personal watercraft this summer helped keep safe the largest yacht race of its kind as well as the oldest freshwater distance race in the world. Both descriptions apply to the famed Chicago-to-Mackinac Island race, which has been drawing sailors since 1898. The annual 333-mile long race, sponsored by the Chicago Yacht Club, starts at the Chicago Harbor Lighthouse off Navy Pier, crosses Lake Michigan, nicks Lake Huron, and winds up in the Round Island Channel off Mackinac Island, Mich.

This year 333 boats registered in the 106th Mac. The boats compete by invitation only from the Chicago Yacht Club. The boats are all 28-to-80 feet in length, and this year, the race saw over 3,000 sailors competing. It's an amateur event; all the winners get is a flag, a plaque, and, as the official website of the race puts it, "bragging rights until next year."

But racing boats aren't the only ones that crisscrossed Lake Michigan. In addition to the racing fleet, an additional 200 spectator vessels watched the start of the race staying through 19 race "heats." The regatta transits through two District Nine Sectors and the U.S. Coast Guard has a crucial role in ensuring the safe conduct of this race. Besides Auxiliary assets, the

Coast Guard established a safety zone which included the CGC Mobile Bay, six USCG Response Boats small (RBS) assets, six Auxiliary boat facilities, and one Auxiliary personal water craft (PWC).

The Mac began in 1898 with five boats, and the race, in the beginning, wasn't held on an annual basis. The second "Mac" occurred five years after the first race. The original Mac trophy appeared in 1906. Although this year's race had pleasant weather, that is not always the case. Several years – particularly 1911, 1937 and 1970 – gales disrupted the race. In 2002, a cold front caused a storm serious enough that 15 boats withdrew, and others suffered serious damage, including one broken mast. One boat capsized.

The storm of 1911 scared organizers enough that they shortened the race for the following two years due to safety concerns, but the race soon went back to its original length. Although the race was not held during World War I, the Race to Mackinac has run consecutively every year since 1921. While the race is not without

risk, the Mac's first fatalities occurred in 2011. Two sailors died that year when WingNuts, a high-performance keeled Sportsboat Kiwi 35, capsized and "turtled" in 75 mile per hour winds.

This year, the Mac hosted sailors from 15 states, as well as Hong Kong, Canada and Switzerland. The Mac has no lucrative

purse to reward the sailors who win, but the race's age, its prestige and the ever-present challenge of managing the sweeping winds off the Great Lakes attracts some of the finest sailing talent in the sport.



File photo contributed by Jeff Gilmore, USCG Auxiliary.



File photo contributed by Jeff Gilmore, USCG Auxiliary.



TAMPA BAY, Fla. — The pirate ship José Gasparilla followed by its armada and flanked by the "Mosquito Fleet" heads up Seddon Channel toward the Tampa Convention Center. Courtesy photo by Tom Ash, Environmental Protection Commission of Hillsborough County, taken from the WFLA-TV Eagle 8 helicopter.

Endangered Manatees Get Special Protection During Gasparilla Mock Pirate Invasion of Tampa Bay

By Dick Risk, Flotilla 72,
St. Petersburg, Fla.

Since 1904, the Ye Mystic Krewe of Gasparilla has sponsored a mock pirate invasion of Florida's Tampa Bay as an annual marine event. Its sponsors claim Gasparilla is the largest boat parade in the nation, often drawing as many as 3,000 boats and more than 300,000 spectators. One year, the parade drew an estimated one million. While safety and security for the Gasparilla parade is the primary mission of the U.S. Coast Guard Auxiliary, along with participating law enforcement agencies, this year, the Auxiliary took on the additional role of protecting the manatees, which are at increased risk during this event.

The challenge to the event sponsors is to ensure that manatees and other protected marine species avoid harm during the parade. Manatees are a protected species under federal and Florida state law.

The *Tampa Bay Times* reported on Jan. 24, 2014, that a record 829 Florida mana-



TAMPA BAY, Fla. — Mary McRae James, senior project scientist with The Ash Group, Tampa, Fla., aboard Auxiliary vessel Luv@1st Site, holds a sign asking boaters to observe the No Wake Zone.

tees died in 2013 from all causes. Wildlife and Fisheries estimate that there are only 4,831 Manatees left.

Each Auxiliary Manatee Watch Boat was equipped with 2-foot by 3-foot sign reading "SLOW," "MANATEE WATCH," "NO WAKE" and "IDLE SPEED" to wave in support of the "No Wake Zone" established by the Coast Guard on the day of the event. As neither the Auxiliary members

nor the Manatee Watch observers have law enforcement authority, they were to report all violations to the Tampa Police Department or Florida Marine Patrol.

The Auxiliary Manatee Watch was a huge success. No Manatees were reported injured during "The 2014 Gasparilla Pirate Invasion."

Lt. j.g. Shawn Antonelli, Sector St. Petersburg Liaison to the Auxiliary, expressed his gratitude, "The continued support from Sector St. Petersburg's Coast Guard Auxiliary, once again, provided increased safety and security throughout the Port of Tampa during the annual Gasparilla invasion," said Antonelli. "Without their help, the success of the parade would be much more difficult. A very special thank you to all of those who helped, both on the water and behind the scenes!"

For more information view a Manatee Watch video at the following link:
<http://vimeo.com/87780283>.

Auxiliary photo by Dick Risk, Flotilla 72, St. Petersburg, Fla.

TRACEN – Marcus Hook Community Partners with Auxiliary Flotillas

By: Richard McConnell, Flotilla Commander and SO-PA Division 4, 5th Northern

At a time when funding is limited and budgets are strained, it becomes very important to look for partners who can help the Recreational Boating Safety mission of the Auxiliary accomplished. Marcus Hook and Phoenixville, Pennsylvania, flotillas found such partners in their community leaders. Marcus Hook's civilian leadership was looking for a way to revitalize a largely industrial waterfront while Auxiliary Division 4's leadership wanted to expand Auxiliary training opportunities, including on-water training. Combining forces seemed an appropriate way to get both goals accomplished.

Members of Auxiliary Flotilla 053-04-07, in Marcus Hook, Pennsylvania, wanted to return to the Delaware River borough of Marcus Hook. Flotilla leaders asked

for support from their Division 4 leadership. Division 4 Board endorsed increasing Auxiliary involvement at Marcus Hook and began discussions with the Borough's Manager, Police Chief and Council to increase that involvement.

In February 2011, Marcus Hook authorities invited Division 4 to establish a uniformed presence on the city's waterfront by creating an Auxiliary training center. With their invitation came a \$7,000.00 Delaware County (PA) Council development grant. Over the next two years, the Borough, the Coast Guard and the Auxiliary cooperated to create AUXTRACEN-Marcus Hook.

Marcus Hook officials brought significant assets to the development. Borough leadership offered exclusive use of a new second floor under construction in an octagonal building, originally a one story building on the waterfront. The second floor, planned by the Auxiliary for its exclu-

sive use under license from the Borough, serves as a secure location for watchstanding radio communication, boat crew operational support facility, equipment storage area, and small group (20-25 person) training. Officials also offered access to the existing Borough of Marcus Hook Community Center building for large group training. In addition, the borough offered use of the existing pier and exclusive use of an existing boatlift which was refurbished by the Auxiliary. As an added bonus, floating docks were installed by the Auxiliary to add to the overall efficiency of the new facility. The support did not stop there. Another significant donation to USCG Auxiliary Division 4 by the borough was a 31'-0" SAFE Boat, now a Division 4 Unit Auxiliary Facility.

During the partnership discussions, a new need emerged, the need to relocate the Auxiliary Search and Rescue Detachment (AUXSARDET) responsible for patrol-



Photograph by David Lau.

Division 4 SAFE Boat, used for on-water training at TRACEN – Marcus Hook, in its new livery as an Auxiliary Facility/Vessel. The boat formerly used by the Marcus Hook Police Department.



Division 4 SAFE Boat preparing a tow while participating in a training session on the Delaware River.

ling the Delaware River from its Wilmington, DE, base. The TRACEN-Marcus Hook facility, with its docking facilities and communications capacity, provided the perfect location for the AUXSARDET operation. The facility came complete with a radio watchstanding station, a boat crew preparation area, debriefing and break areas, and served as a home for two dedicated AUXSARDET vessels.

Official recognition that the new facility was a “go” for all parties came on May 2nd with a chartering and commissioning ceremony. Keynote speaker for the event was the Commander of the Fifth Coast Guard District, USCG Rear Admiral Steven H. Ratti.

Since the ceremony, the SAFE Boat has returned to service and the Coast Guard and Auxiliary work together to train Auxiliary coxswains and crew. In addition, the SARDET operation has a new base, and the new training center itself has been completed.

Driving the entire effort was a focus on goals. The primary goal of AUXTRACEN Marcus Hook is to provide a premier facility capable of extensive Auxiliary member training, both in the classroom and on the water, and to provide a base for AUXSARDET Marcus Hook, with all required facilities.

Secondary goals include the following: enhancing Auxiliary professionalism, promoting member recruitment and retention, providing a uniformed presence on

the Marcus Hook waterfront, increasing community outreach, and growing and maintaining local Flotilla and Division 4 activities.



AUXTRACEN – Marcus Hook, located on the waterfront in Marcus Hook, PA, while under construction. The newly built upper floor serves as training facility, SARDET coordination, and radio watch standing.

Commenting on the development of TRACEN-Marcus Hook, Thomas J. Dever, Division 4 Commander at the time of the commissioning ceremony, pointed out that “None of this would have happened if everyone hadn’t given Division 4 incredible support. Our District leadership backed us, the Coast Guard helped every step of the way, and we were fortunate to have individuals and organizations outside the Coast Guard family who stepped in to assist.”

Southeast Pennsylvania Division 4 consists of seven Flotillas with 236 members in Delaware, Chester and parts of Philadelphia and Montgomery Counties. In 2012, Division 4 members contributed over 42,000 volunteer hours. Of this total, 3,200 were for Marine Patrols and over 1,000 were for Member Training, the highest in each category in District 5 NR.

Division 4 is especially active in recreational boating safety efforts. In addition to support for the Vessel Safety Check and Program Visitor efforts, Division 4 has active public affairs activities as well as 17 coxswains and 23 boat crew members. Division 4’s designated Patrol Area is Area 11 of the Delaware River, which extends from the Delaware/Pennsylvania state line to the Schuylkill River. This highly industrialized section of the river includes refineries, commercial docks, the Boeing Company aircraft manufacturing facilities, the Philadelphia International Airport, and the Commodore Barry Bridge.

Commander Terry Johns, DIRAUX at the time of the commissioning ceremony stated, “As the Director of the Auxiliary for this region, I am extremely proud to be part of the planning and execution processes of the Marcus Hook TRACEN Project. The dedication, ingenuity and resourcefulness of Division 4 Auxiliarists is truly a testament to the quality and devotion of the Volunteer Force Multipliers of the U.S. Coast Guard.”



CDR Terry M. Johns, USCG, at the time Director of Auxiliary, USCG 5th District Northern Region, speaks at the chartering ceremony for TRACEN – Marcus Hook.



CAPE CORAL, Fla.—Young boy awed by "Coastie"® at the Cape Coral Water Safety Day event held on May 4, 2014.

mascot may demonstrate in the hope that experience will help the children to remember to do the same thing, chose the right size. Many times the children and/or teachers participate in trying on the life jackets. This reinforces the importance of wearing the proper size life jacket. The expectation is that the message presented in a fun and exciting manner will make it home.

The U. S. Coast Guard Auxiliary trains Operator-Directors for the Coastie® Education Program and Instructors for Recreational Safe Boating Programs. Coastie® and Mascots are available in every Auxiliary District under the guidance of District Staff Officers for Public Affairs. This program is expanding influencing more children and consequently their parents. It will continue to save lives and continue the milestone trend of 2013 of fewer lives lost in boating accidents than previous years. Coastie's® motto is "Saving Lives through Education," and it is proving to be a reality!

Photograph by Connie Irwin, DSO-PA USCG Auxiliary.

Water Safety Education for our Children

by Anne DelBello,
Branch Chief Youth Outreach

At NACON 2014 in Orlando, U. S. Coast Guard Commandant, Paul F. Zukunft, charged the Auxiliary with the mission of educating the boating public in Recreational Boating Safety. This has long been the mission of the Auxiliary. However, the focus this time is that ADM. Zukunft wants to broaden the audience by attracting more youth to the safe boating messages.

The Auxiliary National Youth Outreach Program is active in education opportunities at local schools, clubs and Auxiliary Public Affair missions. Two of the most useful tools to attract children and engage them in recreational boating safety, RBS messages are Coastie® the safety boat, and the mascots Sammy the Sea Otter and PFD Panda. Coastie® and the mascots create an irresistible attraction and provide positive impressions with children and adults alike. The ensuing dialogues between mascot, children and adults teach water and boating safety in a natural and relaxed setting. As the children learn the importance of always wearing their

life jacket, it is anticipated that in turn they will teach their parents the same. This strategy has been proven effective in the "Wear Seat Belts" and "Stop Smoking" education campaigns.

Coastie®, at eye level, with small children gets their full attention as the importance of water safety messages is delivered. Using slogans like "Don't just pack it! Wear your Life Jacket!"; "Always Swim with a Buddy and In a Supervised Area" and "Reach or Throw but never Go." These catchy phrases are easy for children to remember during a water emergency. The mascots, Sammy the Sea Otter, and PFD Panda are huggable for kids of all sizes. Bringing a mascot to a Water Safety Class catches the attention of all the children and makes the experience relaxing and fun. Mascots may ask, "Which life jacket fits me best?" then the



Photograph by Carol Urciuoli, daughter of Alexander Urciuoli.

Auxiliaryist Alexander Urciuoli, Monterey CA Flotilla 113-06-04 takes part in Preschool "Rescue Heroes Summer Camp" for 3-5 year olds. Asking children, "Will the little red life jacket fit me?" "NO!" the children shout back. "Which one should I wear?" asks the presenter. "The BIG BLUE one!" is their response.



Photo by Lewis Shanks.

Auxiliarist Erik Abbott, event organizer, engages enthusiastic Children about Boating Safety.

Water Safety can be Fun!

Elementary School Children enjoy learning about how to stay safe on the water!

By Jerry Edelen,
District Public Affairs Officer

One of the most daunting tasks any guest speaker will face is talking to a group of wiggly Elementary grade students about an exciting topic. Students at this age are curious, active and not afraid to ask questions at any point during a presentation. So why would the Auxiliary want to engage in presenting to children? The answer is quite simple children have a huge influence on their parents and the choices they make.

Recently, Boatswain's Mate Chief Petty Officer (BMC) Michael Aguilera and three active duty personnel from Coast Guard Station Monterey joined 10 Auxiliarists

from Flotilla 113-06-04 and Auxxter, the flotilla's very own Marine Mascot for two Boating Safety Presentations at the Robert Down Elementary School in Pacific Grove, California. There were 2 sessions of recreational boating safety presentations delivered to 490 students.

The presentations involved a 3-point learning program. The teaching team focused on why and when one should put on a life jacket, the international distress signal, and how to use a radio to make an emergency call.

The highlight of the program was a "Coastie® Olympics." In each session, three students and three teachers competed against each other to determine who could

put on their life jackets faster. The catch students must don type three life jackets, the most familiar and comfortable to wear. Teachers however had to don type 5 lifejackets, which includes work vests, deck suits and hybrids for restricted use.

Auxiliarists in attendance were: Ralph Neal, Steve McCann, Robb Kay, Ryan Kay, Tracy Shultz, Michael Goldberg, Michele Goldberg, Shayne Phillips, Erik Abbott, Deriek "Auxxter" Clemmons, and Keith Simmons. Active duty participants included BMC Michael Aguilera, MK1 Bernie Blyth, PO2 Johnson, and PO2 Garcia. All attendees actively participated in the safety presentation.

Why do Auxiliary members volunteer to speak to wiggly elementary age children?

Another viable reason is the instant thank you notes pressed into your hand as you pack up and the students leave to return to their classroom. The result was receiving many notes of appreciation from the youngsters and their teachers including this touching note about special needs students.

"To Erik Abbott, Robert Kay and whoever was dressed up as the sea otter:

My name is Stacy, and I teach a special day class for students with autism at Robert Down. Between the two safety presentations, my students walked into the auditorium and wanted to see the otter. I was so impressed with how positively the otter interacted with my students, giving high fives, interacting with them, even playing peek-a-boo and it really made me smile to see my students so

filled with giggles. The attention and care the otter gave to my students, really lead to their excitement, laughter and engagement, and I just wanted to take a moment to say thank you, for making their day. Thanks for taking the time to interact with them!

Teacher Stacy"



Erik Abbott asks the Children a question, while Steve McCann and Auxxter (Deriek Clemmons) look on.

One week after this presentation a group of the children from the school came to Coast Guard Station Monterey for a tour of the Station and additional training. The training included firefighting, line heaving, donning cold water protective suits, and the operation of the Station's 29 Foot RBS, Response Boat – Small, which after the children completed their tour of the boat became affectionately known as the Station's million dollar jungle gym!



Auxiliarist Robb Kay and BMC Michael Aguilera prepare to show the children the Station's new 29 Foot RBS.



Auxiliarist Erik Abbott greets the first group of Children at Coast Guard Station Monterey.



BMC Michael Aguilera welcomes one group of children to Coast Guard Station Monterey while Auxiliarist Erik Abbott from Flotilla 64 observes.



Petty Officer Cleveland shows Children how to fight a Shipboard Fire.



Petty Officer Cleveland demonstrates the features of the 29 foot RBS.

Sammy the Sea Otter Honors Contest Winner in the Virgin Islands



U.S. Coast Guard photo by Coast Guard Auxiliaryist Robert A. Fabich.

Duane R. Minton, (right) Flotilla commander, Christiansted, oversees Joyce A. Contreras sign her first copy of the Sammy the Sea Otter coloring book during the All Hazards Preparedness Expo in Christiansted. Miss Contreras, a fifth-grade student at the Pearl B. Larson Elementary School, was chosen as the cover artist. Her design competed with 695 other entries from K-6 students.

by Robert Fabich, ADSO-PB District Seven Division 16, Flotilla 1

SAINT CROIX, U.S. Virgin Islands – *Sammy the Sea Otter*, the U.S. Coast Guard Sea Partners mascot, made a surprise appearance honoring local student Joyce Contreras, National Safe Boating Week coloring book cover artist, during the

All Hazards Preparedness Expo in Christiansted on May 31, 2014.

Pearl B. Larson Elementary School Joyce Contreras, a fifth-grade student was selected as the cover artist of the coloring book from 695 entries. Participants in the contest included students in kindergarten through sixth grade throughout the Seventh Coast Guard District. The contest

sought the best illustrations from students in South Carolina, Georgia, Florida, the Commonwealth of Puerto Rico and the U.S. Virgin Islands.

The creator of the coloring book contest was Bruce R. Wright, Office of Recreational Boating Safety. He designed the contest to provide teachers across the Seventh District with an opportunity to engage students with



U.S. Coast Guard photo by Coast Guard Auxiliary Robert A. Fabich.

Sammy the Sea Otter, the U.S. Coast Guard Sea Partners mascot, made a surprise appearance honoring local student Joyce Contreras, the 2011 National Safe Boating Week coloring book cover artist, during the All Hazards Preparedness Expo in Christiansted. (From Left) MK1 Matt R. Carlson, Coastguardsman Boat Forces in St. Croix, Joyce A. Contreras, student and cover artist, Emily M. Contreras and Mr. Amauri H. Contreras. (Kneeling) Lieutenant Joshua Love, Supervisor, Coast Guard Resident Inspection Office in St. Croix, with his wife and daughter.



U.S. Coast Guard photo by Coast Guard Auxiliary Robert A. Fabich.

BM3 Andrew R. Sedlack, Coastguardsman Boat Forces Saint Croix, and Sammy the Sea Otter, conduct radio operations aboard the 29 foot Coast Guard response boat at the All Hazards Preparedness Expo in Christiansted. The Coast Guard and Coast Guard Auxiliary partnered with the Virgin Islands Territory Emergency Management promoting disaster preparedness and recreational boating safety.

lessons regarding endangered species, environmental concerns, water safety and safe boating. Students were encouraged to research the habitat and behavior of the sea otter, just one of several endangered species. The published book consists of artwork and messages of the children from the Seventh Coast Guard District with enhanced puzzles added.

"We are enthused to have one of our local students to be the cover artist of a national publication which promotes keeping our waters clean," said Lee Elvins, Auxiliary Flotilla 16-01 operations officer. "Today, Joyce is celebrating by signing the first copy of this coloring book with *Sammy the Sea Otter*."

For the All Hazards Preparedness Expo, Coast Guardsmen from the Resident Inspection Office and Boat Forces in St. Croix, and Coast Guard Auxiliary Flotilla 16-01 partnered with the Virgin Islands Territorial Emergency Management Agency (VITEMA) to promote disaster planning and recreational boating safety as part of the island's National Safe Boating Week activities.

Lieutenant Joshua Love, Supervisor at the Coast Guard Resident Inspection Office in Saint Croix, explained to the attendees that disaster preparedness, boating safety and education are all elements crucial to keeping our residents and visitors safe on and around the Caribbean waters. Lt. Love assumed duties as Supervisor May 30, 2014 relieving Lt. Roger Bogert who served from 2012.

"Our goal was to relay safe boating and sound environmental practices," said Duane R. Minton, Flotilla Commander. During National Safe Boating Week the local Auxiliary unit participated in the "Get Ready, Get Set, Inflate It" world record life jacket event, provided the Paddleboats America Safety Course to 78 residents, conducted vessel safety checks at marinas, and distributed recreational boating safety information at Jump Up, marinas, the Expo and schools.

Coxswain Lowell Dean Gytri, DIV Commander of 114-11, contemplates progress of Lake Silverwood's Coxswain and Boat Crew candidates on Big Bear Lake, July 19th. All six candidates successfully passed. L. Gytri was honorable mention for the USCG Charles S. Greanoff Inspirational Leadership Award for the last two years.



Auxiliary Operation Action: Big Bear Lake

by Lowell Dean Gytri, Flotilla 11-12

Location- Big Bear Lake, Calif. Time - Saturday, May 24, 2014, Memorial Day Weekend 0835 Hrs.

The marine radio breaks the silence, "This is Waterbase. Any available unit, overturned kayak off West Ramp, four persons in the water. Over."

"Waterbase, this is Coast Guard Auxiliary Two Five Niner. Alpha Two Five Niner responding from Boulder Bay. Will be on station in three. Out."

* Editor's note simulated radio transmission that may not be actual transmission on patrol nor represent standard transmissions.*

Thus begins, at full throttle, a typical day of surface operations on Big Bear Lake for an operational facility (OPFAC) of Flotilla 11-12, Big Bear Lake, California. The OPFAC crosses the main channel to assist a group of visitors to the Alpine lake who tumbled from an overloaded paddle craft into 60-degree water. On scene in less than three minutes, the Coast Guard Auxiliary crew of four swiftly recovers two adults—who are not wearing life jackets—while Good Samaritans in a fishing boat secure the two minors (or children). A second Flotilla vessel, OPFAC, and a Big Bear Municipal Water District Lake Patrol boat arrive on scene and hold safety perim-

eter while the crew of A239 transports the rescued boaters to the safety of the West Launch Ramp. Although suffering the effects of cold-water emersion, the kayakers are safe and sound. This mission illustrates the recreational boating safety mission of the United States Coast Guard and Auxiliary in lives saved. This mission illustrates one of the primary directives of the United States Coast Guard Auxiliary: to assist the U.S. Coast Guard in enhancing recreational boating safety by saving lives.

With tens of thousands of people enjoying boating and recreational opportunities on Big Bear Lake every season, it is common for hundreds of vessels of



Coxswain Lowell Gytri demonstrates line handling in preparation for side tow during two-boat training on Big Bear Lake.



Boat crew training includes side tow practice on Big Bear Lake.



Flotilla 11-12, Big Bear Lake, California, OPFAC takes disabled vessel in tow.

Photo by Sharon Gytri, USCG Auxiliary Flotilla 11-12

all types to be plying the waters of the seven-mile-long lake on a major holiday weekend. Although every Flotilla 11-12 surface operation mission involves ongoing crew training, the real-life action never ceases. Big Bear Municipal Water District is the agency in charge of management of Big Bear Lake with Big Bear Municipal Water District Lake Patrol as the law enforcement entity on the water. No commercial towing companies operate on Big Bear Lake; therefore, the task of assisting boaters in distress falls upon Lake Patrol and the dedicated operational volunteers of Flotilla 11-12. Working under Coast Guard orders in a local government support capacity, the Coxswains, Boat Crew, and Watchstanders of this Flotilla contribute to the well-being of the boating public by assuming the task of assisting disabled vessels and individuals in distress, thereby allowing the Lake Patrol to focus their efforts on law enforcement.

Beginning in the spring and continuing through early October, Flotilla 11-12 conducts Coast Guard-ordered safety patrols for every major marine event and high traffic weekend on Big Bear Lake. During the 2013 boating season, the crews and OPFACs of Flotilla 11-12 accumulated over 900 operations hours, conducted over 40 assists and safeguarded \$580,000 of property. In several life threatening incidents, Flotilla 11-12 operational facilities provided safety perimeters in support Lake Patrol units and other local emergency responders. The dedicated Auxiliarists of Flotilla 11-12 are "Always Prepared" and, more often than not, translate their preparedness into life-saving action on the waters of Big Bear Lake.

Photo by Sharon Gytri, USCG Auxiliary

Sailboats Foil Nazi U-boats: A bit of Auxiliary History

By Paulette Parent, Flotilla 81,
Manatee, Fla.

“Never volunteer” was not an option for Stan Blumenthal when the United States entered World War II. Stan (Bud) grew up in Baltimore, Md. In October 1942, he enlisted in the U.S. Coast Guard and swore in on Nov. 11, 1942. After boot camp, the Coast Guard packed him off to diesel school, and then to the Coast Guard Station in Little Creek, Va. There, the commanding officer asked if any of the men had sailing experience. Only two raised their hands, including Bud. In 1942, Nazi U-boats (submarines) were sinking ships within five miles of the U.S. east coast.

Since sailboats operate silently, the Coast Guard reasoned that they should have a decided advantage in detecting these deadly U-boats. However, the Coast Guard had no sailboats. The U.S. Coast Guard reached an agreement with several private sailboat owners in the Little Creek area to use the sailboats, including a provision that the boats would be returned in comparable shape upon completion of their wartime mission.

Aboard one sixty-five foot schooner, the assigned Coast Guard engineer tried to sabotage the engine to avoid going to sea. He was arrested and taken off in chains, and Bud replaced him as engineer. The schooner had a four-cylinder gas engine with no spare parts to speak of. Nevertheless, the boat and crew headed out the next day looking for U-boats.

Day Three found them about 25-30 miles offshore, when a hurricane hit and they lost both engine power and battery power. The schooner managed to ride out the storm, but without communications, the station listed ship and crew as MIA (missing in action). Far from being missing, they went around Cape Hatteras (an area noted for shipwrecks) “bare poled” (no sails). The crew passed so many wrecked



boats, each lit with a steady burning green light that the sea looked like a green lawn. Meanwhile, they cooked on a cast iron coal-fire stove, which also served as their source of heat. However, the stove produced car

bon monoxide, which they had to monitor for safety's sake.

On the 10th day, an 83-foot Coast Guard cutter spotted the disabled schooner under sail and towed it into Morehead City, N.C. From there, the schooner went to Portsmouth, Va., for repairs, and subsequently returned to base in Little Creek. While sailing through one hurricane would have been more than enough — weather forecasts were not as advanced as today — Bud and his schooner crew fought their way through five hurricanes in a year and a half.

U-boat Encounter

While on patrol one Friday in the spring of 1943, the wind blew hard and the rain was cold. Up on deck, Bud joined a few others, having a smoke. Suddenly the sound man (not yet sonar) called up that he had a submarine contact. A coded message whisked its way to the Norfolk, Va., navy base's radio. Norfolk replied that they could not send out planes because of the bad weather, but ordered the schooner to follow the submarine.

They followed the U-boat, as ordered, half expecting another U-boat to surface and fire on them. Fortunately, this did not happen. Finally, Sunday morning, during breakfast, the crew spotted two planes heading in their direction. At this point, they were only about one-half mile from the sub. One plane dropped two bombs over the U-boat. The bombs exploded with enough force to blow their breakfast and dishes off the table. The sub broke completely in half, although, remarkably, no debris surfaced. The bow section of the sub did surface, and Norfolk ordered the schooner to proceed to within 200 yards of the bow to try to identify the sub.

When they got the numbers off the bow and advised Norfolk, the Navy radioed back that the sub was a mine laying sub which meant that they were now sailing in the middle of a minefield.



ATLANTIC OCEAN — Helmsman Frank Hope on a sailboat used to hunt submarines in World War II.

Photo courtesy Bud Blumenthal, Flotilla 82, Longboat Key, Fla.

Seven hours later, a tugboat and two minesweepers arrived on scene. The tug took the sub's bow in tow and the minesweepers stayed to clear the area. The minesweepers later reported clearing 96 mines.

The crew returned to base, where both Navy and Coast Guard officers swore the crew to secrecy, as they did not want the Germans to know that they had successfully mined the mouth of Chesapeake Bay. The Bay was the only entrance to both the Norfolk Naval Base and the Bethlehem Steel Company shipyards in Baltimore.

After 16 months, with the U-boat threat virtually eliminated, the Coast Guard decommissioned the sailboats in August 1943. The schooner and Bud's crew had, in fact, turned the tide of war on the Atlantic coast. Thereafter, Bud served on a fireboat at an ammunition dock in Baltimore (Hawkins Point). While docking the boat during a storm, Bud severely injured his back and found himself hospitalized for many months. In 1945, he received an Honorable Medical Discharge, at Portsmouth, Va. Bud returned to Baltimore and

eventually settled in Philadelphia's suburbs.

Today, at age 90, Bud lives in Sarasota, Fla., where he proudly serves in the Coast Guard Auxiliary as Human Resources staff officer of Flotilla 82, Longboat Key. He joined the Auxiliary in 1994 and is still volunteering.

"Those were dangerous times," Bud recalls about his Coast Guard active duty time during World War II. "The rule in those days was that, when the mission called, you had to go out. The rule didn't say that you had to come back."



Photo courtesy Bud Blumenthal.

ATLANTIC OCEAN — One of the 67-foot sailboats, *Tamarita*, used by the United States Coast Guard to hunt submarines in World War II. Auxiliarist Bud Blumenthal, Flotilla 82, Longboat Key, Fla., served aboard the vessel.



Photo courtesy Bud Blumenthal, Flotilla 82, Longboat Key, Fla.

ATLANTIC OCEAN — Members of the Temporary Reserve serve aboard a 65-foot sailboat used by the Coast Guard to hunt submarines in World War II.



Photo courtesy Bud Blumenthal, Flotilla 82, Longboat Key, Fla.

ATLANTIC OCEAN — Temporary Reservist Jack Tracey at the helm of the *Venturer*.



Photo courtesy Bud Blumenthal, Flotilla 82, Longboat Key, Fla.

ATLANTIC OCEAN — The view over the bow of the *Venturer*, the schooner on which Bud Blumenthal served as a Coast Guardsman during World War II.



Photo courtesy Bud Blumenthal, Flotilla 82, Longboat Key, Fla.

ATLANTIC OCEAN — Sixty-five foot cutter-rigged sailboat *Tropic Bird* on anti-submarine patrol during World War II.

Colorado, Land of Aspen, Vail, - 2014 OPEX, Operations Exercise

By Patrick Hickey

Most people easily picture the white powdered ski runs of Colorado, but the United States Coast Guard Auxiliary patrolling the waters of a lake, ringed by snow-capped mountains at 9,000 feet above sea level is an unexpected sight. There were many double takes and impromptu community conversations when Division One was welcomed in Frisco, Colorado, for the Operations Exercise from 11-13 July. Lake Dillon, a reservoir serving Denver, is a very popular location in Summit County. On this particular weekend, it was abuzz with outdoor musicians, campers, even groups participating in yoga paddle boarding.

Twenty auxiliarists from Nebraska, Wyoming and Colorado participated in OPEX 2014. Five Operational Facilities including one sailboat and four motorboats supported by a land based communication facility afforded ample opportunities for all to participate, gain knowledge, experience and expertise.

OPEX organizers planned for a balance between classroom sessions and on-the-water



Frisco, Colo. July 11, 2014. Underway checklist, GAR assessment.

experiences. Classroom training covered Operations Training, Radio Communications, GPS Navigation, and traditional navigational methods. On-the-water evolutions included a search and rescue exercise with a damaged canoe and two "Oscars".



Frisco, Colo. July 13, 2014. Winning navigation team of Ted Lones, Deborah Green, Amanda Constant, and Jeff Geddes.

The teams competed for accuracy in taking a manual compass fix and comparing their calculations with a GPS reading. Vessel 115 Coxswain Ted Lones and crewmembers Deborah Green, Amanda Constant, and Jeff Geddes won the challenge displaying extraordinary precision. When the team compared their "cocked hat" sketched on the map, and their actual GPS reading, the location deviation was literally measured in yards.

The communications team consisting of Auxiliarists Ted Lones, Deborah Green, Amanda Constant, and Jeff Geddes, successfully managed the voice traffic between the various activities and coordinated the operational reporting with Sector Upper Mississippi.

All participating Auxiliarists agreed that the weekend was a success with PQS qualifications signed off and completion of initial and requalification exams. Perhaps more rewarding was the gratitude expressed by community members for efforts in keeping the mountain lakes of Colorado safe. OPEX 2014 participants are already looking forward to next year's event.

USCG Auxiliary photo by Jim Garner.

USCG Auxiliary photo by Jim Garner.

"Team Coast Guard"

Joint Fuel Spill Pollution Drill



File photo.

U.S. Coast Guard marine safety personnel point out area of potential release of hazardous material during a mock fuel drill.

*By Mitchell D. Schlitt, Flotilla 98,
Charlotte Harbor, Fla.*

FT. MYERS, Fla. - Four members of Auxiliary Division 9 participated in a "Team Coast Guard" simulated environmental spill exercise conducted Dec. 11, 2013, in Fort Myers, Fla., by U.S. Coast Guard Sector St. Petersburg.

Florida Auxiliarists Pat McCarn, Flotilla 9-10, Ft. Myers/Cape Coral, Tom McColough, Flotilla 94, Upper Caloosahatchee River, Mitchell Schlitt, Flotilla 98, Charlotte Harbor, and Tom Hart, Flotilla 96, Wiggins Pass, reported to the Marine

Safety Detached Duty Office in Ft. Myers (DDFM), joining 13 others from active duty Regular Coast Guard and the Reserve for this Federal On-Scene Coordinator's Representative (FOSCR) and Incident Command System (ICS) simulated disaster drill. All four had taken the Introduction to Marine Safety and Environmental Protection course. McCarn and McColough are also certified Assistant Pollution Responders (APR). Subsequent to the drill, Schlitt also certified as an APR.

Chief Marine Science Technician John Morgan of Sector St. Petersburg initiated

the exercise by sending a mock National Response Center incident report to the Ft. Myers detachment indicating that a vessel had caught fire at the shrimp boat dock in Matanzas Harbor, Ft. Myers Beach, releasing an unknown quantity of diesel fuel into the harbor.

Once the responders had assembled at Salty Sam's Marina, Ft. Myers Beach, Fla., Chief Morgan expanded the scenario, explaining that a 72-foot shrimp boat had caught fire, which had spread to another fishing vessel tied alongside. Efforts by the local fire department failed to extinguish

the flames before both vessels sank. According to the scenario, 3,500 gallons of diesel fuel were released, causing a rainbow sheen 500 by 30 feet which migrated south-southeast from the incident scene.

Initially, the Auxiliarists were to be observers only, but Chief Morgan assigned McCarn to monitor and take notes on the drill and McColough to perform the ICS function to monitor the whereabouts of all assigned personnel. Schlitt and Hart were assigned to the Shoreline Cleanup Assessment Team (SCAT), which had responsibility to make initial shore assessments of the spread and effects of the fuel spill.

SCAT leader LT Jessica Paxton assigned Schlitt to investigate the spill and report using the Coast Guard's Short Shoreline Assessment Form, which requires drawings and detailed fill-in-the-blank descriptions of the affected areas. Information gathered by Schlitt, along with marine observation and air operations information, reported to the exercise Operations Center via marine VHF radio, so the team could formulate a spill recovery and remediation plan. The Incident Command Post staff annotated the information gathered from on-scene observers onto large-scale Google Earth maps printed specifically for the drill.

The exercise scenario then called for simulating the hiring of contractors to contain and recover the released diesel fuel at the reported locations. To add realism, Chief Morgan provided updates throughout the drill, including the simulated injury and removal of contractors from the incident by emergency medical service technicians.

Auxiliary members can be involved in Marine Safety and Environmental Protection in a variety of ways. Chief Morgan, citing the Auxiliary New Member Reference Guide, pointed out, that "Qualified Auxiliarists and their facilities are authorized assignment to duty to assist in marine safety and environmental protection." He continued, "Auxiliarists may provide facilities and personnel for public education, for support of pollution prevention activities, for environmental disaster relief

operations, and other assistance, as needed by Coast Guard Sectors."

While Auxiliarists are not actually assigned to DDFM, according to Chief Morgan, they may provide direct support as did the members of Auxiliary Division 9. "They do not have ratings like the active duty component does, so they're not considered Marine Safety Specialists," he explained. "However, they may be part of the Marine Safety Program."

Besides exposure on how the ICS works by participating in the drill, Auxiliarists received training toward certification for the APR designation while exercising critical thinking and communication skills. They also came away with a better understanding of what it means to be part of Team Coast Guard.



Coast Guard Marine Safety personnel work with Auxiliary personnel at mock fuel spill as part of training conducted for environmental protection mission.

File photo.



Coast Guard Marine Safety personnel work with Auxiliary personnel during training conducted for environmental protection mission.

File photo.

CITRO – Citizen's Rescue Operations of Curacao

Forging International Partnerships

By Rafael R. Shabetai BC-IGI

To many boaters, living on the hook “down” island in the Caribbean sounds like a dream come true. Surrounded by beautiful azure waters, warm temperatures and balmy breezes, these islands are a Mecca for recreational boaters from all over the world. The downside is that many boaters do not have local knowledge and may carry with them a party attitude the perfect combination for creating a dangerous situation and the need for a rescue. Considering the shortage of Coast Guard assets, the foreign ownership of these islands, and the distances involved, other boaters often have to respond to “Mayday, Mayday,” cries for help.

Recognizing the need for trained responders, a group called CITRO, Citizens Rescue Organization was formed. Jovino Falbru, Head of Operations of CITRO, explains that the group is composed of 60 volunteers, 35 of which are very active. They operate 24/7 and always have someone monitoring the radio channels and are in contact with the Coast Guard.

Their members include six medical doctors on call, who are ready to deploy if necessary. Two of the medical personnel are on call at all times, ready to respond first via telephone or radio relay for immediate consultation, and if need be, to proceed to the scene on one of the three rescue boats.

The most recent addition to the CITRO fleet is the Dick Braackman, a 34-

foot vessel, powered by twinjet Volvo diesel 430HP. Also equipped with state of the art navigation and communications electronics including 2x VHF and HF radios and an Iridium Satellite phone, six shockwave seats for the crew and, an enclosed cabin with A/C this newest asset is well suited to its mission. The twinjets instead of propeller engines enhance safety for the crew or those rescued, particularly if they are in the water near the aft end of the vessel where propellers would otherwise be located. The Braakman is capable of operating in very high seas, can sustain speeds up to 30 knots and has a range of 125 NM.

A second vessel used by CITRO is an Atlantic 21 rigid hull inflatable boat powered by two 115HP Yamaha outboards. It



The Dick Braackman, a 34ft patrol vessel moored near the CITRO Boat House. Also seen are Rafael Shabetai, Branch Chief, Caribbean Islands and wife Claudia Shabetai, FC Flotilla 45 standing in the background.



Tarik Colina, Head of ICT Department, CITRO Curacao shown taking helm of Dick Braakman flagship.



Other assets used during patrols and rescues are pictured; two personal watercraft are stored at boathouse and are ready to launch at a moment's notice.



Atlantic 21 rigid hull inflatable boat showed here rounds out the equipment available for team CITRO for patrols and rescues.



From left Rafael R. Shabetai, USCG Auxiliary Branch Chief Caribbean Islands, Tarik Colina Head of CITRO ICT Department, Willy Labordus, CITRO Operations, a CITRO Captain, Claudia Shabetai, USCG Auxiliary FC Flotilla 081-04-05 and Jovino Falbru, head of CITRO Operations. CITRO Boat House is in background.

carries a crew of three, accommodates up to eight passengers and is equipped with 2x VHF radios and GPS.

A third boat, the Aurora, used as a backup boat is a 33-foot cruiser powered by two Detroit 435HP diesel engines. It carries a crew of four. It is equipped with two VHF radios, an Iridium satellite phone, radar, GPS, and a search light.

Other assets include two personal watercraft and a land rover. To support the rescue activities fundraisers are held and donations are accepted from local businesses. Gas stations donate fuel, mechanics donate their services and all contribute to help keep this valuable rescue service operational.

CITRO works closely with the Dutch Caribbean Coast Guard, DCCG, providing 60 SAR operations each month, while the DCCG concentrates on police and

drug enforcement activities. Members are trained locally and two members go to England yearly for two weeks of training in the North Sea. However, there is recognition of the need for more formal training.

Discussions on cooperative training began when Auxiliarist Shabetai went on patrol with CITRO. Members of CITRO and Jovino, Tarik, Willie and Shabetai discussed how to strengthen mutual relationships and how the USCG Auxiliary could assist them. CITRO and the USCG Auxiliary have had an agreement in place for several years and considerable interest expressed towards increasing the cooperation.

There are two main areas where help is needed. The first is training in some of the Auxiliary programs, in particular the AUXOP, Vessel Safety Check and Boat Crew/Coxswain programs.

A second area of interest is in better radio communications. CITRO is familiar with Rescue 21. However, they are not familiar with using repeaters such as those used in ANO and CNO, Auxiliary New Orleans and Coast Guard New Orleans, to extend coverage of an Area of Responsibility (AOR). CITRO's AOR is about 40 Nautical Miles from the Eastern and Western boundaries of the island. There is also strong interest in Auxiliary weekly radio net exercises.

Forging international bonds is an important mission for the Auxiliary. Helping other volunteer recreational boating safety organizations strengthens all participating organizations. We learn from each other as we take steps to prevent boating fatalities and increase our abilities to conduct prevention through education and vessel safety checks.

Wally Smith Named Auxiliarist of the Year 2013

By Sean Sheehan,
11th District North,
6th Division Commander

The Chief Director of the Auxiliary, U.S. Coast Guard, announced the selection of Mr. Wallace A. Smith Jr. of Flotilla 6-10 Capitola, California as the 2013 U.S. Coast Guard Auxiliary Auxiliarist of the Year. This is particularly impressive given that Mr. Smith's sustained accomplishments stood out amongst over 31,000 other Auxiliary members serving across the United States.

Mr. Smith is the lead instructor for the Boating Skills and Seaman-ship public education courses held at Santa Cruz Harbor, and has increased membership in the Auxiliary through his interactions with the boating public at these courses.

Smith has used his outstanding organizational skills and abundant energy to increase training opportunities for members, support Coast Guard missions, and increase operational effectiveness in 2013. Mr. Smith selflessly devoted over 2,600 hours of Auxiliary service in 2013.



Wally Smith, DCAPT, receiving the Charles "Les" Long Cornerstone Award for "Setting an Outstanding Example of Operational Excellence and Dedication" at the 6th Division Change of Watch on November 9, 2013.

Mr. Smith is a highly proficient boat coxswain and sought out for his experience and local knowledge. As a qualified telecommunications operator, Mr. Smith

supports Coast Guard readiness by standing radio watch with his mobile radio facility.

Wally Smith received a personal telephone call from the new Commandant, ADM Paul Zukunft to inform Smith that he is the Auxiliarist of the Year 2013. Smith stated, "...my reaction was at first disbelief followed by an overwhelming sense of appreciation and honor. I thanked the Commandant profusely and he invited me to NACON to receive the Award."

The Auxiliary's Leadership recognized Smith for his exemplary performance and spirit of service at NACON, the national convention in Orlando in August 2014. Smith's plans for continuing his service to the Auxiliary in 2014 include organizing to keep moving the mission forward in difficult financial times. "I see great challenges in doing the job well," Smith said. "With our financial future always somewhat in

doubt, our collective challenge will be to continue to get the job done with as much fiscal efficacy as possible without sacrificing performance ... and to have fun!"



Photograph taken prior to a Patrol of Monterey Bay conducted on Dec 14, 2013. Coxswain Wally Smith on left with his crew that day determining GAR Score prior to departure.



Orlando, Fla. August 23, 2014 Auxiliarist of the Year, Wally Smith receiving Award from Adm. Paul Zukunft, Commandant of U.S. Coast Guard and National Commodore Tom Mallison at NACON, National Convention.

Coast Guard Auxiliary Memorial - Base Alameda



by Joseph Giannattasio, Auxiliary Public Affairs Specialist III - District 5NR

ALAMEDA, CA - At the eastern section of San Francisco Bay lies Coast Guard Island. Originally designated Government Island, it is an artificial island situated in the historic Brooklyn Basin, now known as Embarcadero Cove between Alameda and Oakland, California. Purchased by the Coast Guard in 1942, the 67-acre island was the west coast recruit training center until 1982; renamed Coast Guard Island the base has been utilized for numerous purposes. It is currently home to a variety of tenant commands: Pacific Area Commander, Sector San Francisco, and home-port for three National Security Coast Guard Cutters: CGC BERTHOLF, the CGC WAESCHE and the CGC STRATTON. It is also where you will find the monument dedicated to the Coast Guard Auxiliary and Auxiliarists who have passed over the bar.

Rear Admiral Joseph Castillo dedicated this monument in the fall of 2011. The monument is not hidden away somewhere. It is not sequestered. It has a place of prominence on the base. Just off the base's main thoroughfare between the barracks



Auxiliary Monument honoring the 75 years of volunteer service by the 31,000 members sits in a well travelled area of U.S. Coast Guard base, Alameda, California.



Monument honoring the volunteer service of Auxiliary Members to U.S. Coast Guard, Alameda, California.

and the galley is a tranquil grassy lane lined by a row of tall European White Birch trees, the monument is there for all to see

– built in a semi-circle surrounding the Coast Guard Auxiliary Emblem inlaid in concrete; five triangular granite slabs bear the names of 377 men and women who served the Coast Guard Auxiliary's District 11 Northern Region and died since 1976. The words carved into the stone are as follows: "In memory of the United States Coast Guard Auxiliary members who have given honorable and devoted service to this Coast Guard District and have crossed the bar..." Brief and concise, it honors the dedicated Auxiliarists no longer with us who honorably served the Coast Guard Auxiliary and the District 11 North. 56 dedicated Auxiliarists, Coast Guard active duty members, and civilians volunteered more than 2,000 hours over an eight-year period to make this perpetual memorial a reality. Every November, Auxiliarists who have crossed the bar the previous year are remembered in a full-honor memorial service that includes the reading of the newly etched names accompanied by the ringing of a ceremonial bell.

During the dedication ceremony on November 19, 2011, RADM Joseph Castillo offered these words. "I'm humbled and privileged to dedicate this unique memorial to our shipmates - Coast Guard Auxiliarists - who have been laid to rest after years of selfless service to their nation. The memorial before us is a fitting tribute that will ensure their tireless dedication, volunteer service, and passion to help the public won't be forgotten. It is also a reminder to our family and friends that they are never far from our thoughts and hearts." His words and sentiments are most appreciated. If you are ever in the area, avail yourself of the opportunity to stop by this distinguished Memorial. Stop and reflect. Take just a moment to bask in the Coast Guard's pride and testimony for all that you as a member of the Auxiliary do on a daily basis, and for those who have led the way for us. Enjoy, reflect and carry on.

Photos by Joe Giannattasio, Branch Chief Photography.

National Coast Guard Museum Underway

by B.J. Finnell

A living tribute to the rich history and storied traditions of the United States Coast Guard will soon rise in New London, Connecticut, home of the United States Coast Guard Academy. With the ground breaking and deed signing completed this spring, and with a national fundraising campaign underway, the first-ever National Coast Guard Museum will forever immortalize and honor the commitment, accomplishments, and sacrifices of our Coast Guard men and women.

In April 2013, the USCG Commandant Admiral Robert J. Papp⁷⁵ announced the proposed location and designs for the much-anticipated National Coast Guard Museum, to be built in the New London Waterfront District, adjacent to the city's train station and ferry terminals. Plans include a four-story, 54,300-square-foot building with interactive exhibits, event space and lecture rooms, as well as a reception area with a gift shop and cafe. In addition, plans anticipate docking the Coast Guard's tall ship, *Barque*

EAGLE, at an adjacent pier, serving as an additional attraction. A planned pedestrian overpass across the railroad tracks will connect the museum with the local ferry terminal and train station, helping to usher in visitors from around the United States and the world.

"It's no secret that the Coast Guard is the only branch of the armed services that does not have a national museum," said Admiral Papp, recently retired after four decades of service. "The new National Coast Guard Museum will honor the men and women who serve, and who have served during our proud history over the past 224 years."

"Respect the past, engage the present and look to the future" - the new National Coast Guard Museum will be a fitting tribute to the men and women of the service - those currently serving, those wanting to serve, and all those who have served in the past. It will be a place where guests will be enlightened and amazed by tales of the Coast Guard's rich history of bravery, devotion and patriotism.

The National Coast Guard Museum will send a clear message both through

its exhibits and its iconic image: *Semper Paratus* (Always Ready). Permanent and revolving multi-media exhibits will tell compelling stories of its past, present and future as they evoke the Coast Guard's critical role and mission in maritime security, safety, protection of natural resources, and national defense. As a dynamic institution charged with these roles, the museum will engage the public, veterans and present Coast Guard men and women alike.

Interactive and innovative exhibits and displays will include realistic virtual environments in which the museum visitor participates in the action. The participatory nature of these activities and exhibits will encourage families and individuals to make multiple visits. The very nature of the Coast Guard's missions lend themselves to spectacular exhibits in a dynamic space. Envision the simulation of helicopter rescues in force 10 storms saving lives at sea; rescue boats tossing and swaying in tumultuous seas; a ship's bridge on the "prow" of the building simulating a captain's role. The building and the sheer red atrium wall combine to evoke the tall hull of a ship thrusting out to the water.

The 21st century museum is more than an archival repository. The museum will be a civic place, a symbol of its institutional purpose and an exciting interactive environment for learning and enjoyment. The design concept of the National Coast Guard Museum is predicated on promoting these goals through its dynamic architecture and its compelling exhibits.

The museum building itself will be environmentally responsive. It will use advanced mechanical and structural systems, new materials and construction techniques, and incorporate energy conservation measures as visible building elements, thus evoking the Coast Guard's forward-looking outlook and its role as steward of the natural environment.

The museum's iconic presence and relationship to site, water, and sky will



NCGMA Groundbreaking: Officials symbolically break ground for the museum.



Governor Dannel Malloy joined Admiral Robert Papp, Commandant of the United States Coast Guard, Mayor Daryl Justin Finizio, and James J. Coleman, Jr., Chairman of the National Coast Guard Museum Association to sign a landmark Memorandum of Agreement confirming state's commitment to building the nation's first and only National Coast Guard Museum along New London's historic waterfront district.

recall the Coast Guard's maritime imagery. The sweeping curve of the glass south façade and interior gallery spaces, hovering between shore and water, recalls a ship's hull and prow. The powerful atrium chasm between the north and south wings, awash with light on the solid north wall, directs the view out to the Thames River and maritime traffic. The top floor deck terrace and event space command views to the horizon like those of a ship at sea.

First Floor

The entry lobby space is approached along a gentle ramp from the waterfront promenade or from a pedestrian overpass across the railroad tracks. Upon entering, a multi-story, naturally lit atrium opens up a vista to the water across to the Groton shore while drawing the visitor forward and upward to the exhibition galleries on the floors above. It is flanked on the left (north) side by a sheer "Coast Guard red" wall, and on the right (south) side by the visitors' circulation core, an open flight of stairs, and the introductory exhibit area protected by an exterior colonnade. A transparent space housing the gift shop and cafe is to the right of the entry, overlooking the Promenade.

Second Floor

Ascending the atrium stairs to the second floor reveals the expansive exhibition space suffused with natural light filtered by the double glass wall. Across the bridges over the atrium to the north wing, the lecture space and restrooms are to be found. The north wing also includes the museum staff offices and a special exhibits area next to the elevators, as well as rest rooms and a special exhibit area.

Third Floor

The third floor is taken up almost entirely by exhibition space, amounting to over 13,000 square feet or about half the museum's total area dedicated to exhibits. Exhibits requiring controlled lighting and special environmental conditions are located in the north wing. On the south side, the double glass façade encloses gallery space with sweeping views across the Thames River, City Pier, Waterfront Park, and down-river toward Long Island Sound.

Fourth Floor and Roof Deck

Like the deck of a ship, the top floor is dominated by an open terrace with a commanding 180 degree views to the northeast, east, south and southwest. A large multi-purpose event space with a catering kitchen opens to the terrace across the glass roofed atrium. Receptions and special events for

up to three hundred people can be held in this adaptable space. The roof terrace can hold hundreds more for outdoor events and exhibitions. On the top floor and roof, solar power generating equipment and other advanced sustainable systems will be further reminders of the Coast Guard's concern for the environment.

The Coast Guard Auxiliary at the National Coast Guard Museum

The Coast Guard Auxiliary will take its place among the exhibits at the National Coast Museum. Since 1939, the Auxiliary has been "Semper Paratus," through its vessel safety checks, safe boating courses, harbor patrols, search and rescue missions and marine environmental protection efforts.

Operating in all 50 states and Puerto Rico, the Auxiliary is a vital partner of the Coast Guard in ensuring marine safety among recreational boaters. The Coast Guard Auxiliary exhibit at the National Coast Guard Museum will be a celebration of this partnership, and will highlight the many programs and missions in which the Coast Guard Auxiliary has engaged since its inception.



Rendering of the National Coast Guard Museum to be built in New London, CT. Plans include a four-story, 54,300-square-foot building with four floors of interactive exhibits, event space and lecture rooms, as well as a reception area with gift shop and café.

For more information about the National Coast Guard Museum, please visit www.coastguardmuseum.org or follow us on Facebook and Twitter.

Time Traveler Extraordinaire

50 Years of Service



Jack D'Agostino wears his WWII Coast Guard cover during a celebration honoring his 50 years of service in the Coast Guard Auxiliary.

By Constance O. Irvin

Traveling from the island of Unimak, Alaska, to Long Island, New York, to St. Louis, Missouri and finally to Cape Coral, Florida, is a long journey which took almost sixty years of Coast Guard Auxiliarist, Jack D'Agostino's life to complete. However, he is not done yet.

D'Agostino's journey began in 1943, when he quit high school at the age of seventeen to fight for our country during WWII. He had wanted to serve in the Army Air Corp, but as D'Agostino recalls, "The recruiter told me my eyesight wasn't sharp enough, so I walked next door into the Coast Guard Recruiter's office and enlisted. I was determined to serve." That's how he found his way to Unimak, Alaska, a lonely island set between the Gulf of Alaska and the Bering Sea.

D'Agostino and 25 other "Coasties" monitored radar, LORAN and direction

tended the Scotch Cap Lighthouse that directed vessels to the only passage between the Gulf of Alaska and the Bering Sea.

Time spent there was isolated and dangerous. On April 1, 1946, D'Agostino was serving out his last days on Unimak when he was spared death from a 100-foot wall of water, tsunami that swept across the island destroying the Scotch Cap lighthouse and killing five of his shipmates. He had been in the lighthouse only an hour before but had gone up to the barracks on higher ground and was almost asleep when the tsunami hit. In the ensuing chaos, the generator in the barracks caught fire but D'Agostino managed to extinguish it. He was awarded a Coast Guard Commendation ribbon for his efforts.

Once out of the Coast Guard, D'Agostino returned to Long Island, moved into a Levittown home, took Michigan State extension courses in electrical engineering and served five years in the Army Reserves. When he graduated from Michigan State he began working for Sperry Rand. While at Sperry, D'Agostino designed and helped develop a radar system that could track incoming enemy artillery shells back to the location from where they were fired and within 30 seconds, return artillery shells could be sent back to destroy the enemy firing battery. The system was a godsend to both the Army and the Navy. In reflection, D'Agostino remarked, "I guess my time on Unimak Island learning radar was well worth it."

On June 23, 1964, D'Agostino joined the Coast Guard Auxiliary. His love of boating and his fond memories of the Coast Guard bought him back to the water. He acquired a 31' Pembroke, which he named "Carmi" in honor of his children, Carla and Michael. It became his first Auxiliary facility. His fondest memories of his early days in the Auxiliary were in serving aboard his boat in 1976 during picket duty in New York Harbor during the three-day



D'Agostino (left) and an unknown shipmate check out the area during a routine patrol on Unimak Island, Alaska during WWII.

finding equipment that tracked the coming and going of both friendly and enemy aircraft along the Russian border, the Alaskan shoreline and the island of Japan. They also

Photo courtesy of: Jack Hardman/The News Press.

(photo: circa 1943) photographer unknown.



Photographer: Constance O. Irvin, Coast Guard Auxiliary.

D'Agostino pilots the Jamar II (AUXFAC) along the ICW (Intracoastal Waterway) near Sanibel Island, Florida on a routine Auxiliary patrol.

celebration of our country's Bi-Centennial Anniversary.

After working thirty years with Sperry, D'Agostino went to work for Emerson Electric in St. Louis, Missouri. He continued with his membership in the Auxiliary, teaching classes, conducting vessel safety checks, serving in various Flotilla leadership positions and patrolling along the Mississippi River on "Jamar I," a vessel named after himself and his late wife, Margo.

Finally, in 1987, he sailed his second "Jamar II," a 43-foot trawler, to Cape Coral, Florida, a community located near the Gulf of Mexico. He quickly transferred his membership to District 7, Flotilla 9-10, and he continued patrolling along the Caloosahatchee River and out into the Gulf until three years ago. His commitment to teaching and vessel safety checks continued as part of his Auxiliary contribution.

On June 23, 2014, while the Coast Guard Auxiliary celebrated its 75th An-

niversary, D'Agostino celebrated 50 years of Auxiliary service to his country. In all those years, he served honorably!

During the last 50 years, Jack D'Agostino has served with honor, devotion to duty and with respect for his shipmates. His service is indeed a milestone, but as he said, "It has all gone so fast, and I wouldn't change any of it...especially, Unimak Island."

Bravo Zulu, Jack. Celebrate. Your shipmates say "Semper Paratus."

75 Years of Volunteer Service: A True Force Multiplier

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Author Louis J. DiGiusto III is District Staff Officer, First District Southern Region, U.S. Coast Guard Auxiliary, and a past Connecticut Area President of the Navy League of the United States.

The volunteers of the U.S. Coast Guard Auxiliary are a force multiplier for the service and the Department of Homeland Security.

During any weekday evening, you'll find them sitting in classrooms after their day jobs, being trained on a wide variety of skills so they can get qualified and serve as a member of Team Coast Guard. They take courses in boating safety, navigation, first aid, aviation crew, navigation aids, boat crew, watch standing, environmental protection, vessel safety inspections, food service, public affairs, leadership, disaster response and more.

The list of training opportunities is long. After they pass tests and get qualified, you'll see them on the water serving as patrol vessel crews, as watchstanders at Coast Guard Stations, as chefs on the mess deck at Coast Guard Stations, as instructors for recreational boating safety classes, providing free vessel safety inspections for boaters, visiting local marinas, assisting with environmental protection along the waterways, flying patrols over harbors, providing language interpreters and more. The number of opportunities has dramatically expanded since 9/11.

1939 was a historic year of change. The Coast Guard saw that it would need to expand its resources and do so quickly. President Franklin D. Roosevelt and Congress listened and passed the Coast Guard Reserve Act establishing a "temporary" uniformed volunteer reserve. The temporary reserve became the Coast Guard Auxiliary in 1941, and 50,000 volunteers served during World War II.

Auxiliary volunteers manned sailing vessels and patrol boats as coastal pickets on anti-submarine patrols, patrolled beaches along the coasts, provided search-and-rescue duties, patrolled bridges, factories, harbors, fought fires, escorted naval vessels and more. Those who served 75 years ago had the same spirit of volunteer service that Auxiliarists have today — a commitment to serve the country and Coast Guard with a deep respect, and a sense of

pride and responsibility of what it means to wear the uniform.

The U.S. Coast Guard respects and values the Auxiliary as a "deep bench" of resources. Auxiliary volunteers include experienced pilots, doctors, dentists, lawyers, health care practitioners, instructors, interpreters, public affairs specialists, photographers, musicians, chefs, mariners, mechanics, engineers, computer specialists, accountants, administrators, almost any "day job" professional occupational skill that could be needed by the Coast Guard to assist in meeting a mission requirement.

The commandants of the Coast Guard have been very clear — it's a unified mission-focused team. Training and serving as one team is a significant responsibility for Auxiliary volunteers, and one that is not taken lightly.

For example, to serve as a crew member on a "facility" (Coast Guard term for an operational vessel), an Auxiliary volunteer must undergo the same "boat crew" classroom and on-the-water training and qualifications that an active-duty Coast Guardsman does. That means a lot of classroom time, practice on the water and getting the sign-off from the Qualification Examiner. Once qualified, there's no better feeling than being part of an Auxiliary boat crew in uniform on patrol.

Recreational boating safety always has been and continues to be a primary mission for the Auxiliary. Preventing boating accidents by providing safety classes, vessel inspections and on-the-water patrols saves lives. With 31,000 volunteers, the Auxiliary has 4,900 patrol vessels, 226 patrol aircraft and 2,800 personal watercraft, and mans 2,600 communications stations. It's a significant "force multiplier" for the Coast Guard.

A primary safety goal is to "pass the word" to every recreational boater to "wear your lifejacket." Eight out of every 10 boating fatality victims last year were not wearing a personal flotation device.

The U.S. Coast Guard Auxiliary is the largest volunteer marine safety organization on the globe and is the largest volunteer component in the Department of Homeland Security. Every individual Auxiliarist will tell you that it is a privilege and honor to wear the uniform and to volunteer service to the Coast Guard.

Semper Paratus — "Always Ready." That's our motto and mission.

Louis J. DiGiusto III is District Staff Officer, First District Southern Region, U.S. Coast Guard Auxiliary, and a past Connecticut Area President of the Navy League of the United States.

"A Point of View" is a Seapower forum wherein experts and analysts express their views on a variety of thought-provoking topics. The views expressed here are the author's and not necessarily those of the Navy League of the United States.



St. Simons Lighthouse Auxiliary Lightkeepers and crew celebrate 75th Anniversary with a picnic on the grounds.



Applauding the 75 year commitment of Flotilla 01 Thomas W. Grebe, Flotilla 01, Fond du Lac, U.S. Coast Guard Commander Max Moser, Deputy CO, Sector Lake Michigan, Milwaukee, Wisconsin; and U.S. Coast Guard Commander Nathan Podoll, DIRAUX, District 9 Cleveland, Ohio. While standing behind the banner that was created for this event, Maureen VanDinter, 9th Western District Commodore, Madison, Wisconsin presents Nicholas E. Nida, Fond du Lac Flotilla Commander, with the 75 Year Battle Ribbon.



063 John VanDinter, 9th Western District Aide to the Commodore, Madison, Wisconsin assisting Maureen VanDinter, 9th Western District Commodore, Madison with the passing of the 75th Anniversary Challenge Coin presentation to Scott A. Knuuttila, Flotilla 01, Fond du Lac. U.S. Coast Guard Commander Nathan Podoll, DIRAUX, District 9 Cleveland, Ohio, after congratulating Carol W. Miller, gives recognition to Craig R. Gruening Vice-Flotilla Commander of Fond du Lac. U.S. Coast Guard Commander Max Moser, Deputy CO, Sector Lake Michigan, Milwaukee, Wisconsin shaking hands with Nicholas E. Nida, Fond du Lac Flotilla Commander, who stood up to honor the past and prepare the Fond du Lac Flotilla for the future.



USCG Commandant Paul Zukunft and USCG Auxiliary National Commodore Thomas Mallison follow along as the citation for the Coast Guard Unit Commendation awarded to the Coast Guard Auxiliary is read aloud during a ceremony commemorating the 75th Anniversary of the Coast Guard Auxiliary held at Coast Guard Headquarters in Washington, DC.



USCG Auxiliary Photo by Stephen Banea.

Coast Guard Commandant Paul Zukunft and Coast Guard Auxiliary National Commodore Thomas Mallison cut a cake congratulating the Coast Guard Auxiliary on its 75th anniversary during ceremonies held at Coast Guard Headquarters, Washington, DC.



Photo by Auxiliast James Chin.

New York, June 23, 2014 Display case inside lobby of Empire State Building shows the buildings tower lit in U.S. Coast Guard Auxiliary colors honoring the 31,000 member all volunteer organization for 75 years of service to the Coast Guard and the recreational boating public.



USCG Auxiliary photo by Joe Giannattasio, Branch Chief Photography.

Auxiliary National Commodore Tom Mallison and U.S. Coast Guard Commandant ADM Paul Zukunft cut a cake commemorating the Auxiliary's 75th Anniversary of all volunteer service to the Coast Guard at the National Convention held in Orlando, Florida.



Auxiliary photo by Gregg Okert and Tim Bauer, who controlled the Drone and to Jim Pearson, who arranged the use of the Drone.

LOS ANGELES – The formation of cheering DIST 11SR Auxiliarists was photographed from the air over Base Los Angeles/Long Beach via a Remote Controlled Drone at a 75th Anniversary Celebration Picnic, June 28, 2014.



Photo submitted by Jerry Edelen, PAO.

Fourth Cornerstone activities held on the 75th birthday of the U.S. Coast Guard Auxiliary give the volunteer members a time to celebrate the accomplishments of the Auxiliary.



USCG Auxiliary Photo by John Britt

Division 12 Auxiliarists conduct parade practice on a route full of hills at Fort Totten.



USCG Auxiliary Photo by John Britt

The USCG Auxiliary Division 12 parade team practiced over a month to represent the USCG and the Auxiliary during the Little Neck-Douglaston Memorial Day Parade in New York.



Auxiliary photo by Mark Galan ADSO-PA District 9ER.

Sector Buffalo honor Auxiliary units and members on the 75th Anniversary of USCG Auxiliary. CAPT Roche presented a plaque commemorating the service and devotion to duty of the volunteers.



USCG Auxiliary Photo taken by Bret Ribotsky.

ATLANTIC OCEAN, August 13, 2014 Coast Guard Helicopter Operations with Auxiliary Flotilla 07 and Air Station Miami off shore near Boca Raton, Florida. This is what we do, train and prepare to always be ready to serve.



Photo by Mark Galan, ADSO-PA, District 9ER.

Auxiliary members and Coast Guard partners of Sector Buffalo celebrate after presentation of commemorative plaque by hosting a Fourth Cornerstone picnic.



Auxiliary photo by Rey Armstrong.

Team Coast Guard gather to socialize and celebrate during a picnic. Auxiliary photo by Rey Armstrong.



District Commodore Robert Laurer, looks over the plaque presented to District 9ER honoring the service given by Auxiliary members.

Photo by Mark Galan, ADSO-PA.



Auxiliary photo by Rey Armstrong.

While celebrating and socializing Auxiliary members take an opportunity to demonstrate knot tying.



Photo by USCG Petty Officer 2nd Class, Jetta H. Disco.

Al Roker of the NBC Today Show and the Weather Channel was named an Honorary Commodore in the United States Coast Guard Auxiliary.

Message of Gratitude for our National Treasure

From - Captain F. Thomas Boross, Chief Director of Auxiliary



Attaining a 75-year milestone is often referred to as a “diamond jubilee,” and on June 23, 2014, the United States Coast Guard Auxiliary celebrated 75 years of public service to a grateful Coast Guard and nation. The word diamond, with Greek origins, means “unbreakable.” For centuries, diamonds have been considered treasured, unbreakable valuables, and the qualitative aspects of each gemstone can be described via the four “C’s”: color, cut, carat and clarity. Since we consider each and every one of our Auxiliarists a national treasure, an unbreakable and indomitable gemstone if you will, we’d like to use gemologists’ framing to look forward and offer up four other “C’s” for you to consider: challenges, confidence, commitment and collaboration.

Auxiliarists are determined, accomplished people living significant lives of purpose, and are accustomed to embracing challenge. As we continue to march onward in the Coast Guard’s 224th year of continuous service, our resource **challenges** are great: reduced Federal budgets, sequestration law, reduced active duty & civilian force strength, and mission creep all conspire to present

operational Commanders with an unending array of hard choices to make. Additionally, despite the fact that national recreational boating safety metrics are generating historic lows in negative outcomes, we must fight against complacency and continue to advance the cause of growing better informed, equipped and prepared recreational boaters. Masked beneath these daunting challenges are infinite opportunities for Auxiliarists who are resourced, skilled and proficient to step up to augment active duty forces for multiple mission purposes across the Coast Guard’s jurisdictional waters and 56 state and territories.

At times, especially when bombarded by the 7/24 news cycle, we frequently hear pundits talk about a “crisis in confidence” which can lead to a sense of “national insecurity.” Charismatic Auxiliarists inspire **confidence** by their conviction, self worth, and appearance, and can literally do anything. They can, amongst many other things, safely launch, command and recover both surface and air assets to prosecute many missions including search and rescue cases; enhance maritime domain awareness; conduct world class public outreach via

vessel safety checks and recreational boating safety courses; provide vital mission support services to underway Coast Guard assets and field units. Share your confidence and expertise humbly with others because your disciplined initiative will inspire more confidence and be a force multiplier for those around you.

Meeting mission challenges proficiently requires **commitment**, and Admiral Zukunft laid out in his 2014 Direction to all of us to provide Service to Nation, Duty to People and Commitment to Excellence. Each one of us is blessed to have 86,400 seconds in a day, and it’s up to each of us to decide what to do with each one of them. I’m asking each of you to renew your commitment to our mission performance and to one another by spending value-adding time either in service to others or in preparing to serve others by professional reading, training and exercising.

We come together in common purpose to advance national maritime interests. All successful and enduring Coast Guard missions require extensive **collaborations** to occur. Regardless of the role each of us plays, be it leading or supportive, successful outcomes can only be consistently, predictably and affordably generated by teams of people that focus their talent, energies and innovations on unity of effort. Even though we have recently achieved unprecedented successes through great collaborations with the Auxiliary, Power Squadrons, states, and numerous other RBS partners, much worthwhile work remains. Our Coast Guard and nation needs your “unbreakable” passion, resources and commitment to help us protect the national maritime interests and inspire a more robust boating safety culture. Please keep your efforts coming. With respectful and appreciative gratitude, we thank each of you for your unrivaled years of public service, and we look forward to serving together for many more.



Coast Guard Auxiliary photo by Joseph Giannattasio.

CAPE MAY HARBOR, NJ - A Coast Guard 45-foot Response Boat-Medium (RB-M) from USCG STATION CAPE MAY passes an Auxiliary vessel during a patrol of the Cape May Area of Responsibility; boat crew member Glena Tredinnick Flotilla 82 5NR looks on. The RB-M is part of the Coast Guard's plan to standardize and revitalize its shore-based boat fleet.

CAPE MAY HARBOR, NJ - Heads Up! Crew Member Glena Tredinnick, Flotilla 82 5NR demonstrates throwing a monkey's fist attached to a heaving line during her Coxswain qualification tasks as Dan Hartman QE 5NR observes. Each qualification task represents a certain tasks skill required in the performance of duty as an Auxiliary boat crew member.



Coast Guard Auxiliary photo by Joseph Giannattasio

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Dating back to the formation of the US Life-saving service, the US Coast Guard Auxiliary maintains the age's old tradition of aiding ships at sea, as the crew of Flotilla 05-09 operational facility Bewitched escorts the tall ship American Rover into the port of Norfolk.

Part of Operation Sail (OPSAIL), an armada of 26 US and allied naval vessels, five aircraft, and numerous tall ships, tugs and commercial vessels celebrated the bicentennial of the War of 1812 and the Star Spangled Banner with a "Parade of Sail." *The American Rover* (pictured) is a 135-foot schooner built in Panama City, FL.