

# EAST WIND



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UNITED STATES COAST GUARD AUXILIARY

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**A sun-kissed  
glow on 9ER  
OUTSTANDING  
AUXILIARISTS  
IN LIMELIGHT**

# Message from the Commodore

It was the summer that wasn't, in the Eastern end of the 9ER District. Cool and wet weather, with a very high water level, kept about 30% of boats in their winter berthing. It caused several negative effects. The number of Auxiliary hours are down from the previous year. Poor boating conditions meant fewer VEs, fewer MDVs and fewer OP hours. High water also meant people turned to paddle craft as a means to getting out on to the high water resulting in mishaps and deaths. Our paddlecrafft safety initiative was tested from the start of the season.

Thanks to the Committee for Paddlecraft Safety (Glen Harman, DCAPT; CWO John Henderson, OTO, and Gene Little, IPFC) and the many Auxiliarists who volunteered to help get the word out to our paddlecraft enthusiasts, 9ER completed the first year of its Paddlecraft Safety initiative. The goals for the initiative were to motivate paddlers to:

- Have and wear a proper life jacket.
- Have proper equipment on board.
- Have an awareness about all aspects of safety including situational awareness.

According to the Committee, the overall impact for the first year was that:

- Over 7,500 boaters were engaged.
- Over 340 paddlecraft were checked.
- More than 250 points of sale were engaged.
- Over 950 hours were volunteered.

*Bravo Zulu for this great effort.*

As with all preventive efforts of the Auxiliary, we will never know to what extent our efforts have had on paddlecraft safety. The Kobo Toolbox website questionnaire has given the committee information to review the efforts and procedures used in 2017 and make adjustments for the 2018 season. With the number of paddlecraft deaths in 9ER during the 2017 season, our effort must be intensified.

9ER's newest effort to improve our recreational boating safety effort is 9ER Dock Walking. It's a simple concept that has the potential to be a game changer for the Auxiliary. It entails Auxiliarists dressed in a polo shirt going to docks, meetings, marine dealers or anywhere that recreational boaters gather and answering questions in a friendly, relaxed, one-on-one environment. Auxiliarists are armed with a kit of information that includes whistles, oil absorbent cloths and safety fliers in exchange for the boater completing a simple survey. Dock Walking is not a mass education effort, but it shows the boating public a friendly, informative Auxiliarist who can answer questions and take time to pass on their knowledge. This effort also gives Auxiliarists, who may not be able or willing to do operations or VEs, a program that allows



them to share their knowledge of boating. Dock Walkers are generalists in that they pass on information and answer questions on marine safety, paddle craft, PE, VE, America's Waterway Watch and many more areas. It gives Auxiliarists a purpose and a feeling of being a valuable member.

Under the direction of Rich Evans, DSO-MS, 9ER trained 86 Dock Walkers and logged 335 hours, engaged 1,605 operators and did 228 dock walks. *Bravo Zulu to this year's Dock Walkers.* Please, if you have not tried this very worthwhile program, take the training in the spring and be ready to help.

Public Affairs has been our third area of emphasis. The fall DTrain saw 25 Auxiliarists take the AUX 12 PA "C" school course. These PA Auxiliarists will be the "Tip of the Spear." They were challenged to work with all areas (Paddle Craft, Dock Walking, PE, VE and Recruitment) to the betterment of 9ER. They will not only advertise such things as PE classes or VE blitzes, but gets information out to our customers - recreational boaters - mission one.

Under the direction of DSO-PA Terri LaVergne-Kunz, 9ER achieved great strides this year in our PA sector. The PA Auxiliarists have been instrumental in getting information videos on paddlecraft out to the public, they have been writing articles shared through Facebook, YouTube and Twitter, they have been doing radio and newspaper articles, and manning information booths. *Again, Bravo Zulu.*

In conclusion, it was a very trying boating season, but one that saw 9ER rise to the challenge by initiating several new programs and strengthening existing ones. "Thank you" to everyone who worked hard to make sure our boating public was safe and informed. Use the hard water season to prepare for next season's challenges. Remember, we are charged with carrying out our NACO's Strategic Plan so keep its tenants in mind when you strive to improve what we do. *Semper Paratus.*

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## Cover Photo

Station Erie holds ceremony to honor Auxiliary Food Service volunteer Helen "Lou" Cummings of Sylvan Beach Flotilla 26 (right). The station's Culinary Specialist, Petty Officer 2nd Class Emanuel White, reads the citation. At left is Petty Officer 1st Class Zane Newell, the station's Executive Petty Officer (XPO).  
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*U.S. Coast Guard Auxiliary photos*

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## EASTWIND

EASTWIND welcomes contributions from all interested parties, reserving the right to edit for space and content, and to determine if, when and where such submission might be used. Email is the preferred method of communication:

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**Heroism award**

**Inspirational leadership**

**Active duty support**

*Commodore R. Scofield:*  
Bravo Zulu to our outstanding District 9ER Auxiliarists

*Gene Little and*

*Helen "Lou" Cummings*

*U.S. Coast Guard Auxiliary photos by R. Stronach and Gail Sutton.*

Robert and Patricia Brody of Rochester Flotilla 42 were previously spotlighted in **EASTWIND** after they were honored for saving lives and search-and-rescue excellence.

The Coast Guard Foundation this fall couldn't let their actions pass by without notice and honored the couple with its **2017 National Heroism Award**. The award cited their rescue of four adults and three children from a boat veering out of control and on fire.

Gene Little, past Commander of Ithaca, NY Flotilla 22, was to receive the national **Commodore Charles S. Greanoff Inspirational Leadership Award**, the Coast Guard announced last spring.

CDR Shawn McMillan, Director of Auxiliary for 9th Coast Guard District, had the pleasure of presenting the award to Little during the fall district training conference (D-TRAIN) in Dunkirk, NY. The award cited his ability to



**HEROISM AWARD**

*Patti and Bob Brody received the 2017 National Heroism Award from the Coast Guard Foundation. Photo / U.S. Coast Guard Foundation.*

recruit and motivate others, partner with other agencies, and conduct demonstrations that contributed to saving lives.

Helen "Lou" Cummings of Sylvan Beach Flotilla 26 found herself in a unique position to support Coast Guard Station Erie (PA) and give the station's culinary specialist the opportunity to take his first vacation in more than two years.

As Auxiliary Food Service

Specialists (AUX-FS), Cummings and her husband, Bill, had already spent many Harbor Fests and holidays providing meals and cheer at Coast Guard Station Oswego. So she jumped at the chance to run the galley at Erie, with the added bonus of her employer (Bank of America) giving her time off to do so.

Station Erie personnel appreciated it, too. Not only did they give her a ride on their 45-foot rapid response boat, but also honored her in an outdoor ceremony on her last day on Oct. 4, with the late-afternoon sun bathing them in a golden glow (see cover photo). BM1 Zane Newell, Executive Petty Officer, and CS2 Emanuel White, who just returned from his two-week leave, presented Cummings with a Station Erie coin and a Letter of Appreciation, signed by Chief Boatswain's Mate Daniel J. Heitzer, officer in charge.



**HEROISM AWARD PRESENTATION**

The Coast Guard Foundation presented the Heroism Awards on Oct. 5 in New York City during its annual Salute to the Coast Guard. Petty Officer 1st Class (BM1) Walter Kendall of Coast Guard Station Erie, PA (2nd from left) was honored for rescuing people trapped in a sinking boat while Auxiliarists Patti and Robert Brody (at right) were honored for rescuing children and adults from an out-of-control vessel. LEFT TO RIGHT: Admiral Charles D. Michel, Vice Commandant of the Coast Guard (shaking Patti's hand); BM1 Walter Kendall of Coast Guard Station Erie; Vice Admiral Charles W. Ray, Coast Guard Deputy Commandant for Operations; Patti & Robert Brody of Rochester Flotilla 42. Coast Guard Foundation photo.



**INSPIRATIONAL LEADERSHIP**

Gene Little receives the Commodore S. Greanoff Inspirational Leadership Award from Coast Guard Commander Shawn C. McMillan (Ninth District director of the Auxiliary) during the awards banquet at the fall district training conference in Dunkirk, NY. At left is Coast Guard Chief Warrant Officer Chris Henderson, ready to present the Coast Guard Auxiliary Commendation Medal certificate. U.S. Coast Guard Auxiliary photo by Robert Stronach.



**AUX-FS Looks at Needs to Extend Active Duty Support**

HOW TO DAZZLE COASTIES: HOMEMADE BREAD, DESSERTS, HOT FOOD FOR RETURNING SAR TEAMS

The opportunity for AUX-FS support at Station Erie grew out of a GAP analysis of six Sector Buffalo dining facilities by Elizabeth Macintyre, MD, District Staff Officer for Food Service (DSO-FS). Through Operations Training Officer (OTO) Chris Henderson, Officers in Charge were contacted and some needs identified. As a result, the Auxiliary was not only able to support Station Erie when its culinary special-

ist wanted to take a two-week leave, but also is planning to conduct station-focused AUX-FS classes when local students are identified, Dr. Macintyre reported.

Lou Cummings, who joined the Auxiliary in 2002, in addition to being boat crew qualified and past Division 2 commander, has been a qualified AUX-FS for many years, Dr. Macintyre said, noting:

“Arriving on a Friday to

familiarize herself with the station and galley, she was not expected to prepare meals until Monday, but went shopping and cooked the main meal of each weekend day at her own expense. (For the first three days she was joined by AUX-FS Gail Sutton and Dr. Macintyre who assisted with preparation and cleaning while she familiarized herself with the galley. During this time AUX-FS Sutton fixed the motion detector faucet

on the hand washing sink.) In addition to preparing breakfast and the main meal at noon, Lou’s services included dazzling the crew with homemade bread and desserts, meeting the returning SAR response team with hot ziti, making chicken soup for a sick coastie, teaching an active duty how to make cheese cake, and responding to the station’s loss of power by implementing the three-sink method of washing and sanitizing dishes.”

## Auxiliarists receive recognition at Fall D-Train

by Michael Kowal  
Hamburg Flotilla 32

DUNKIRK, NY – Sector Buffalo Commander, Capt. Joseph DuFresne, spoke at the Fall D-Train banquet, praising the work of the Coast Guard Auxiliary in District 9ER.

He cited a few statistics: Over 55,000 volunteer hours encompassing 1400 surface patrols that included assisting 28 persons in distress; 3,000 hours in operations support in areas such as watchstanding and food service; 851 public education courses and 2200 vessel exams directly affecting 16,300 citizens.

Afterwards, Captain DuFresne swore in the incoming district captains, who coincidentally are all members of Youngstown Flotilla 31. They are Incumbent **Clark Godshall**; **Fred “Bob” Hasse**, and **Michael McGrath**.

A number of Auxiliarists were awarded the *Auxiliary*



Capt. Joseph DuFresne

### Commandant’s Letter of Commendation:

- Michael Kennedy, Sylvan Beach Fl. 26.
- Doug Rigerman, Sodus Point Fl. 44.
- Judith Stobinki, Medina County Fl. 62.
- Glen Harman, Akron Fl. 61.
- Dr. Baird Pfahl, Goodyear Fl. 65.
- Rich Evans, Massena Fl. 11.

- Michele Rosich, Lorain Fl. 64.
- Peter Baillie, Lorain Fl. 64.
- David Basile, North Cleveland Fl. 7-16
- Gerald Ketchaver, Fairpoint Harbor Fl. 76.
- Karen Urrutia, Youngstown Fl. 31.

Notable Auxiliary Membership Awards went to Steeg Johnson, Grand Island Flotilla 35, and Ronald Behl, Lorain Flotilla 64, with 40 years and 45 years, respectively.

The Sustained Auxiliary Service Award went to two recipients, Douglas Rigerman, Sodus Point Fl. 44, with 7,512 hours, and Stannard Baird Pfahl, Good-year Fl. 65 with 7,995 hours.

Several Flotillas were awarded flag streamers for their years of dedicated service: Cleveland 7-16 with 50 years; Buffalo 33 with 70 years; and Syracuse 21, Ithaca 22, Rochester 42 and Cleveland 75, all with 75 years.



Coast Guard Sector Buffalo Commander, Capt. Joseph DuFresne, swears in 2018 District Captains Michael McGrath, Clark Godshall and Fred “Bob” Hasse.



Representatives of units receiving flag streamers line up for a photo with Capt. Joseph DuFresne and Cmdr. Shawn C. McMillan.

## Social media: making it work for you in the Auxiliary

Dictionary.com defines social media as websites and applications that enable users to create and share content or to participate in social networking. Facebook and Twitter, along with YouTube, Instagram and Snapchat, are some of the most popular; however, there are hundreds if not thousands of websites and applications available.

A few tips on using social media to promote a brand; in this case, the U.S. Coast Guard Auxiliary.

Important questions to keep in mind when posting anything about our “brand” on social media, through email or even a face-to-face conversation are:

- Has this been approved for release to the public?
- Why is this relevant to our area?
- Is this professional content or personal content?
- Am I about to share a fact or opinion?
- Can we share this potentially Copyrighted material?
- Is this information accurate?

The Coast Guard Social Media Handbook lists the questions a bit differently with the acronym - SAPP: Security, Accuracy, Policy and Propriety.

Any information that members of the Auxiliary release on social media, or to any members of the public in any fashion, needs to follow SAPP. Those who are working Public Affairs should supply

members of the Auxiliary with approved content. However, when Auxiliary post content, they need to be mindful of fact vs. opinion in the comments section of social media accounts. Responding with an opinion (to a professional post) is not good practice when representing any brand.

**How do you know when the content has been approved? How do you know when it is fair use?**

Members (if you are not Public Affairs) should share stories, blogs, videos, infographics and the like from approved sources. Some approved sources are National Safe Boating Council; BoatUS Foundation; North American Safe Boating Campaign; United States Coast Guard; United States Coast Guard Academy; United States Coast Guard Auxiliary and Department of Homeland Security.

Sharing these stories, and providing an invitation to the conversation in the post, are excellent ways to promote our “brand.” Another way to promote the “brand” in a specific region is to share local news stories, but again, beware of fact vs. opinion in the comments of the conversation or post.

Social media is social. It is a conversation. It is important when posting to an Auxiliary page (Flotilla, Division, District or National) you include a brief introduction to the conversation. For example: if you are the PA for Flotilla 01-02 and you wish to share an infographic [informational graphic] about life vests on Facebook, do not just share the infographic, include a note as

to why you are sharing. Include a hashtag or invite them to learn more about the Auxiliary mission. You could also include info on an upcoming safe boating course. Give them a reason to look at the graphic or click on a link. If I wished to promote an upcoming ABS course with the infographic for 01-02, my introduction may read: Want to learn more about safe boating and life vests? Ask me how, or click this link to investigate our upcoming safe boating course. #safeboating #sacketsharbor #lakeontario.

The use of the hashtags will include your post with other posts that included the hashtag - which will expand the viewing potential of your post beyond your ‘friends’ and people who follow your page. Sharing these professional posts to your personal pages will help to also expand the potential views.

A note about misrepresentation. Most people do not see the difference between active duty personnel and members of the Auxiliary. If you are not active duty, proudly explain that you are one volunteer in a sea of thousands who are happy to assist the active duty team with the mission of recreational boating safety. ... And then direct them to our website, cgaux.org.

Finally, be mindful of what you are sharing to your personal accounts. If you showcase that you are a member of the Auxiliary, it is in poor taste to post photos of yourself operating a vessel with no life vest and an alcoholic beverage in hand.



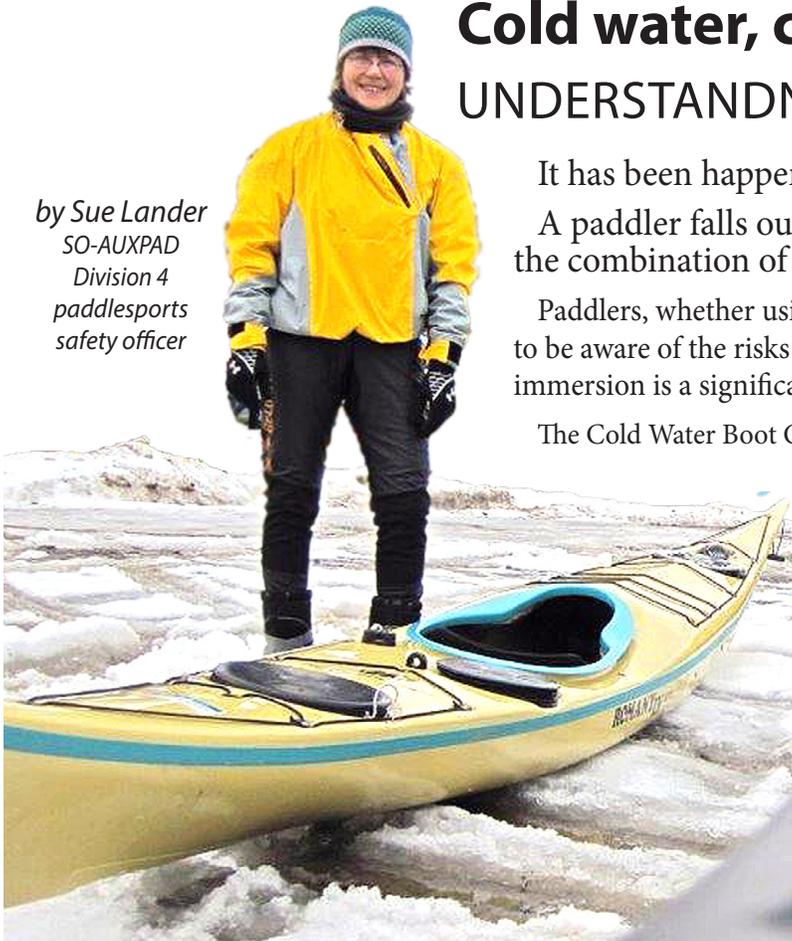
By Kathy Montgomery  
ADSO-PA / Social Media

*Kathy (Taber) Montgomery conducted social media training at the 9ER Fall D-Train. She has been with the Auxiliary since 2009, and has been actively promoting safe boating for several years. She has her bachelor's degree in Communications for Emergency Services and her master's degree in Journalism Innovations. Kathy is the editor of the weekly South Jeff Journal, and a reporter for Watertown Daily Times.*

# Cold water, cold air could take a life

## UNDERSTANDING COLD WATER PADDLING

by Sue Lander  
SO-AUXPAD  
Division 4  
paddlesports  
safety officer



Fully prepared for cold water paddling, Sue Lander, an Auxiliary paddle sports safety officer, dresses for the air and water temperatures.

It has been happening too often.

A paddler falls out of the boat, gets soaked to the bone, and the combination of cold water and cold air takes a life.

Paddlers, whether using a kayak, canoe, paddle board or row boat, need to be aware of the risks and take measures to ensure their safety. Cold water immersion is a significant danger even when the water is not severely cold.

The Cold Water Boot Camp USA DVD quotes statistics from a 2007 U.S. Coast Guard Drowning Report and 2007 Lifesaving Society Study, showing that one third of accidents were fatal in water 50-68F degrees, and over half were fatal in water less than 50F degrees. **Of these fatalities, nearly all were not wearing a life jacket - while half were less than six feet from safety.**

Cold water temperatures are generally a risk in the spring and early summer (June and early July), but fall weather can bring its own challenges. A paddler may set out on a sunny fall day; however, if the winds pick up and wave heights increase, an inexperienced paddler is more likely to capsize. Unable to get back in the vessel, a paddler is at risk for hypothermia.

**Cold water immersion** has four phases; the first two are crucial in the first few minutes for survival:

### Phase 1 - Cold water shock.

This occurs immediately upon immersion in water. It can cause involuntary gasping (which may cause water to enter the lungs), hyperventilation (which may cause dizziness and possible loss of consciousness), panic, and possible cardiac arrest. First minute is crucial to get breathing under control.

### Phase 2 - Incapacitation and muscle failure.

During the next three to ten minutes, cold water can affect nerves and muscles causing muscle failure, resulting in an inability to swim. Thus, there is only a crucial ten-minute window for meaningful activity directed at self-rescue.

*Continued on next page.*

*Kayaking in cold water, a safe paddler carries essential survival equipment onboard. Photos by Jane Reid, Rochester, NY.*



**CG, AUX deliver Santa for Oswego's 'Christmas at Sea' celebration**



*OSWEGO, NY -- The Coast Guard and the Coast Guard Auxiliary delivered Santa Claus to the annual "Christmas at Sea" celebration in Oswego's Historic Maritime District. The Dec. 10th event, hosted by the H. Lee White Maritime Museum, attracted 235 participants. They included over 60 children who got to talk it up with jolly old St. Nick, played by Auxiliarist Bill Cummings, 2017 Flotilla 26 commander. Escorting Santa Bill are, from left, Station Oswego Coasties Carreon and Lorin, Oswego Flotilla 24 Auxiliarist Martin Enwright, and Coastie Driscoll. Photo by Mercedes Niess, H. Lee White Maritime Museum.*

*Continued from previous page.*

**Phase 3 - Hypothermia.**

This generally occurs after 30 minutes when core body temperature drops, which can cause lack of coordination, unconsciousness, and can be fatal.

**Phase 4 - Post immersion collapse.**

This can occur after rescue when cooled blood from the cold extremities is returned to vital organs. Collapse in arterial blood pressure and cardiac arrest can occur.

**MINIMIZE RISK AND IMPROVE ENJOYMENT**

If falling into cold water, re-board the boat quickly or get as much of the body out of the water as possible. The body loses heat 30 times faster in cold water and muscles lose strength rapidly. If unable to get out of the water, focus on conserving body heat. Do not swim away from the boat - the body loses more heat and strength while swimming and even swimming a short distance will cause loss of muscle control. Let the life jacket assist in support, hold onto the vessel, and pull knees to chest to retain heat until assistance arrives.

**THE BEST SAFETY RECOMMENDATION IS PREVENTION**

- 1. **Always wear a life jacket** no matter how close to shore or the ability to swim. It is very difficult to put it on once in the water. Stowing it in the kayak makes it hard to access. (New York requires a life jacket be worn from Nov. 1 through May 1.)
- 2. **Dress for the water temperature**, dress in layers, and wear quick dry clothes; not cotton.
- 3. **Take a self-rescue class.** It is crucial to know how to get back in a kayak; it is not a question of if the paddler will go in the water; it is a matter of when.
- 4. **Use float bags.** If the kayak does not have bulk heads, place float bags in

- the bow and stern. This aids flotation, and displaces water during a capsize.
- 5. **Be aware of the conditions** before going out on the water. Know the water temperature, air temperature, wind speed, wave height, and the forecast for the anticipated period on the water.
- Always expect the unexpected.**
- 6. **Take a cell phone** or VHF marine radio to have some way to call for help.
- 7. **File a float plan.** Simply put, tell someone the destination, time to expect a return, any other paddlers going along, and a description of the vessels.
- 8. **Place an IF FOUND sticker** on the vessel. This will add identifying

- information should the vessel be found unattended in the water.
  - 9. **Drugs and alcohol** have no place in paddle sports.
  - 10. **Take a Paddler Safety course.**
- Here is a command message:*  
**Always wear a life jacket, and dress for both water and air temperature.**

**REFERENCES:**

- Cold Water Boot Camp USA DVD, National Water Safety Congress.
- NYS Boater's Guide, 2017.
- Cold Climate Kayaking, and Kayaker's Guide to Understanding and Preventing Hypothermia, Tom Holtey - topkayaker.net.

# MEDIA EMBARK

## TV crews spend an hour aboard a patrol boat



**Flotilla 42 patrol boat returns with WHEC and WROC television crews.**

*U.S. Coast Guard Auxiliary photos by Jim Termotto*

ROCHESTER N.Y. -- It is rare that a television crew is allowed to patrol with a USCG Auxiliary vessel. That opportunity was extended to television stations in Rochester in July.

The invitation was accepted by three stations, and their experience on board a Flotilla 42 boat was aired during their news programs.

Inviting media aboard a Coast Guard Auxiliary vessel is not a quick and easy endeavor, noted Public Affairs Officer Jim Termotto.

“Media Embarks are autho-

rized by the Coast Guard. An Auxiliary Embark is not authorized unless, first, the Coast Guard approves it, and second, the Auxiliary approves it.”

Once he got the go-ahead, his first step was, as he put it, “creating an invitation worthy of acceptance.” He explained: “Too often news stories and interviews are ignored because of lack of relevance or immediacy. To overcome this I made the invitation take on an official stature. It emphasized uniqueness, exclusivity, and admittance by Reservation Only. Official boarding requirements were explained... Onboard restrictions were outlined.”

The invitation was titled, SPEND AN HOUR ABOARD A U.S. COAST GUARD PATROL. It went on to explain:

“The U.S. Coast Guard has placed the USCG Auxiliary Flotilla 42 Rochester Patrol under orders to embark local news reporters and photojournalists. The purpose of this patrol is to emphasize the importance of Recreational Boating

Safety and Paddle Craft Boating Safety. These issues are of

extreme significance to the U.S. Coast Guard’s mission of recreational on-the-water safety. Too many injuries and drowning have occurred.”

Next step was getting the invitations into the right hands. Termotto chose Tuesday night of the prior week to email the invitation to the assignment editors at four local stations, along with a photo of the vessel. The next morning, he hand-delivered a hard copy to each station. The deadline was set for Thursday. Immediately, two stations responded by email. A third called Friday morning, apologizing for missing the deadline, and asking if they could still attend. Of course! The fourth station declined. The invitation offered two departure times the following Wednesday. Termotto called each assignment editor who chose a boarding time, and then sent a confirmation.

Termotto prepared fact sheets to hand out.

“Having a ‘take away’ is an important element of any Public Affairs effort,” he noted. Handouts included talking points for the boat crew and TV crews; facts on public education, vessel exams, and paddle craft safety; and a brief history of the Coast Guard and Auxiliary in Rochester. He had each professionally printed.

“There is one more outcome of this Media Embark beyond the TV broadcasts,” Termotto said. “This began as an Auxiliary awareness effort. It ended with inquiries for membership to flotillas in the division. Recruitment is a National Strategic Plan element.”



**Spectrum Cable News photojournalist interviews BM1 Jessica Jones of U.S. Coast Guard Station Rochester.**

## Division 1 flotillas assist at oil boom exercise

by Kathy Montgomery  
SO-PA, Division 1

Twelve members of Division 1 (092-01) participated in an oil boom exercise on Aug. 23, in Clayton, NY, with active duty personnel and other agencies.

An oil boom is a temporary floating barrier that prevents the spread of contaminants

in water, including oil, such as when a ship is damaged or has run aground. The boom is un-spooled from a ship and placed around the contaminated area so clean-up is easier to manage.

This is the second time this

exercise was completed on the St. Lawrence River this past year.

The auxiliary provided water viewing opportunities for VIPs to the event.

Auxiliary assistance was provided by John C. Augsbury, Joseph W. Welch, Donald W. Fell and A. Parks Honeywell of Alexandria Bay Flotilla 16 (01-06); Steven R. Botsford and Bruce H. Chamberlain of Sackets Harbor Flotilla 12 (01-02); Timothy H. Burke, Robert W. Simpson, Cathy J. Trenton and Stephen J. Trenton of Ogdensburg Flotilla 15 (01-05); and Bruce J. Burditt and Richard C. Evans of Massena Flotilla 11 (01-01).

USCG Auxiliary photo by  
John C. Augsbury, Flotilla 16.



Oil boom exercise on the St. Lawrence River.

## Division 6 assists CG SAR drills

It was an overcast September day when Auxiliarist Edward Morris boarded the 45-foot response boat docked at Station Lorain, Ohio. The active duty crew was scheduled to conduct search-and-rescue (SAR) maneuvers with an auxiliary craft captained by Jack Benton, Division 6 vice commander and Flotilla 64 operations officer.

“As we approached Jack’s vessel (named Heavy Heron), our orders were to perform several rescue operations,” reported Morris, Flotilla 61 Public Affairs Officer.

“The Heavy Heron would be the vessel in distress in need of boarding and towing due to crew sickness and mechanical failure.”

The Coast Guard crew, led by Coxswain BM3 Adam Del-

ano, would in turn conduct operations necessary to maintain crew efficiency.

“The weather was not ideal, but this deterred neither the Coast Guard nor Auxiliary,” Morris noted. “...these SAR practices were indeed a success.”

When they returned to port, “Coxswain Delano commented on how much he and all of the Station Lorain personnel appreciate the work that the Auxiliary performs in helping the active duty Coast Guard save lives,” Morris reported.

“He said these types of two-boat operational drills are most beneficial. Without the help of the Auxiliary, the Coast Guard would be severely limited as to how often and how quickly they could conduct their SAR drills due to the very limited resources of people and equipment.”



SN Daniel Powers and MK3 Payton Sherer prepare a tow line, which Sherer (below) heaves to the Auxiliary patrol boat. Also on the crew was BM3 Savannah Hooe. USCG Aux photos by Edward Morris, Flotilla 61.



By Kathy Montgomery  
 FSO-PA, SO-PA, ADSO-PA,  
 Sacketts Harbor Flotilla 12

# Hitting the air waves

## HIGH WATER LEVELS LEAD TO ALTERNATE OUTREACH



JEFFERSON COUNTY, NY - As the rain came down, the water levels continued to rise. Docks that were once well above water level quickly became submerged, and many public launches were closed for safety reasons.

Typically, Sackets Harbor Flotilla 12 would have a “National Safe Boating Week” public outreach station at the Sackets Harbor boat ramp, but there was virtually no safe space to do so. The difficulty of face-to-face discussion was a challenge easily overcome, as flotilla member Ryan Grant was just stepping into his role as a morning DJ for Watertown’s Tunes 92.5 FM.

Once he took to the airwaves this past spring, we were able to start a weekly 5-10 minute safe boating segment each Friday morning. It was a nice way to kick off the weekend and remind area boaters to have fun while staying safe.

These segments reached the public covered under Flotillas 12 in Sackets Harbor and 16 in Alexandria Bay.

For National Safe Boating Week, Rachel Johnson, executive director of the National Safe Boating Council, joined Ryan and me “live” via phone and explained the Safe Boating Campaign as well as the “Wear It” program.

We also had several guests join the discussion throughout the majority of the summer, including active duty personnel and members of the NYS Department of Environmental Conservation (DEC).

We found this form of outreach to be simple, yet effective. Many of the segments were saved as an audio file, uploaded to SoundCloud and then shared via social media.

Although we had decreased radio presence as the summer boating season ended, we have discussed possible additional water/boating safety topics to touch on throughout the year, such as change in water temp, and ice fishing.

Dexter, NY public boat launch and dock - Black River Bay - high water levels on May 10.

Senior Chief (BMCS) Brandan Liesen, OIC at Coast Guard Station Alexandria Bay, and Alexandria Bay Flotilla 16 Commander John C. Augsbury talk about boater safety on Tunes 92.5 in Watertown, NY with DJ (and Auxiliarist) Ryan Grant.

USCG Auxiliary photos by Kathy Montgomery.



by Mark Galan  
 Flotilla 61 OP & PA officer  
 and  
 Virginia Suda  
 Flotilla 75 / past Division 7  
 commander

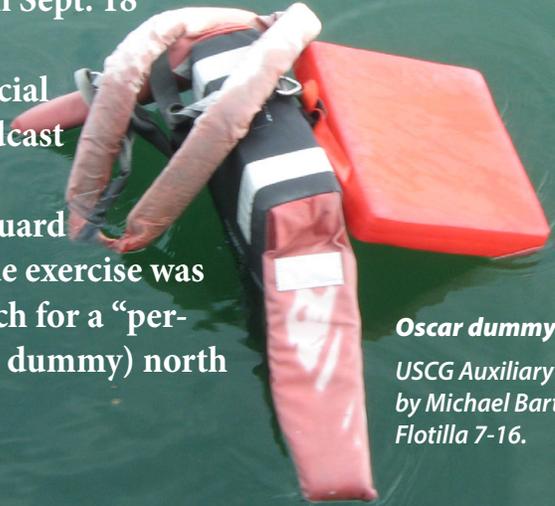


**Mission Coordinator Mark Galan observes exercise from the command vessel.** U.S. Coast Guard Auxiliary photo by Michael Bartok, Flotilla 7-16.

## Aux Air and Aux Surface play together SAR EXERCISE RESCUES 'PERSON IN WATER'

CLEVELAND, Ohio -- On Sept. 18 at the strike of 1100 hours, Sector Buffalo issued a Special Marine Information Broadcast (SMIB) on Channel 16 announcing that a Coast Guard Auxiliary search-and-rescue exercise was underway, involving a search for a "person" in the water (an Oscar dummy) north of Bay Village, Ohio.

It was game on!



**Oscar dummy.**  
 USCG Auxiliary photo by Michael Bartok, Flotilla 7-16.

The game was to put "Oscar" in Lake Erie at a specified latitude, longitude, and time, and stand off at a distance; have an Auxiliary aircraft begin a search pattern to locate Oscar, and then direct an Auxiliary surface vessel to Oscar.

All of this was under the scrutiny of a SAR Mission Coordinator (SMC) on a stand-off command vessel.

Since this was a more complex training scenario, with multiple air and surface assets, the organizers proposed the mission to the Coast Guard's Operations Training Officer (OTO), Chief Warrant Officer

Chris Henderson, and obtained advice from Aviation District Staff Officer Bob Fratangelo. Once a written proposal and Incident Action Plan (IAP) were developed, crews were scheduled, and orders approved.

The players were surface facilities from Flotilla 61 in Akron, Ohio, and Flotilla 64 in Lorain, Ohio; a stand-off Command Center vessel from Flotilla 7-16 in Cleveland, Ohio, and a fixed wing aircraft from Flotilla 61. All assets had specific launch times, which reduced loitering and fuel consumption.

The mission was well recorded with a scribe aboard the command vessel where all communications were monitored and relayed between assets. This enabled the crews to play back everything that took place for a debriefing and after-action report.

Aux Air located the Oscar dummy and vectored a surface vessel within 20 minutes from the onset of the search. Unfortunately, when Oscar was picked up, it was found unresponsive and the Command vessel directed the rescue boat to a nearby marina where EMS would be waiting. The only other casualty was a vessel that developed mechanical problems shortly after getting underway.

"This exercise taught us that good planning saves time, expenses, and the burden of on-the-spot decision-making," noted Mission Coordinator Mark Galan. "The ICS (Incident Command System) platform organizes, spells out events, and predetermines all actions and logistics in response to the events taking place during the mission... It stresses the importance of mission awareness. We learned that when one vessel becomes disabled, the other vessel is able to complete the mission."



**Auxiliary vessel approaches Oscar after being guided to the "victim" by an Auxiliary aircraft.** USCG Auxiliary photo by Aux Air crew member Joe Weatherby IV.

## From 'Rock the Locks' to Niagara Float Down

# PWOs from multiple divisions meet the challenge

by Doug Rigerman  
Sodus Point Flotilla 44  
past Division 4 commander

What do you do when you have multiple events over two weekends and across different divisions, with conditions ranging from close-in canal locks to wide-open river?

You put a call out to personal watercraft operators (PWOs).

The missions began Saturday, July 22, with the Oswego Paddlefest, also known as Rock the Locks; then continued Sunday with a Float Down on the Niagara River, and finally culminated with the two-day Oswego Harbor Fest July 29-30.

The Auxiliary's personal watercraft (PWC) fleet, work-

ing in tandem with Auxiliary patrol boats, got a little bit of a workout assisting paddlers who tipped into the water at the Oswego Paddlefest, which attracted some 600 paddlecraft.

The next day the PWOs ended up working hard, in tandem with Coast Guard response boats, to rescue a number of people who were drinking alcoholic beverages and floating out of control down the Niagara on floats that were often more appropriate for swimming pools than a fast-moving river.

The following weekend the PWOs were back in Oswego for the Harbor Fest, providing a rapid-response safety perimeter for water shows. A far cry from the previous Sunday on the Niagara.

### PADDFEST

The paddlers entered the Oswego River from two starting points (the long 11-mile course from Fulton and the shorter 5.8-mile course from Minetto) with the goal of reaching the H. Lee White Martime Museum in the Oswego Harbor. Two teams shadowed the paddlers and provided assistance as needed. Each team consisted of a boat and two or three PWCs. Team 1 included PWOs Clark Godshall from Division 3, Youngstown Flotilla 31; Steve Bollenbacher from Division 2, Syracuse Flotilla 21, and John Carpenter (a PWO in training) from Division 2, Oswego Flotilla 24.

Team 1 followed the long-course paddlers without incident, and then handed them off to Team 2 to follow down through the locks to the harbor, while staying behind to follow the last half of the paddlers.

Team 2 included POWs Sheila and Doug Rigerman of Division 4, Sodus Point Flotilla 44.

The first step for the paddling armada was to negotiate a lock on the river. Imagine stuffing 200 paddlers, a boat and two PWCs in to the lock and lowering the water. The lock opens and some of the paddlers are off to the races while others are on a more leisurely pace. As the paddlers spread out so do the Auxiliary facilities. This lead group now entered the next lock, when suddenly one of the paddlers tipped her kayak and was swimming in the lock. Sheila on her PWC crossed the lock to render assistance.

Team 1 followed the last half of the paddlers through the same locks. At every lock they had a least one or more people tip their kayaks and enter the water. The outcome is good with no injuries.

As Team 2 left the last lock and entered Oswego Harbor, with the finish line in sight, a number of paddlers raised their paddles in the air with the blades skyward, signaling for help. One of the paddlers was sea-sick and having a panic attack. Doug maneuvered alongside the kayak, and signaled the Oswego fire boat, which took the kayaker ashore.

Team 2 then headed to the boat ramp to take their facilities out of the water just as Team 1 was entering Oswego Harbor. They also followed the paddlers to the finish line before heading to the boat ramp. The day was over with the on-water facilities putting in 5 to 6 hours with a number of assists. A good day and no major incident for 600 paddlers.

*Continued on next page.*



Paddlers "Rock the Locks" at Oswego Paddlefest.  
USCG Auxiliary photo by John Carpenter, Oswego Flotilla 24.



PWCs set up a dual tow of Niagara River rafters (inset) and lead them to shore. U.S. Coast Guard Auxiliary photos.

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**FLOAT DOWN**

A non-approved event called Float Tilla 10 Float Down was an approximately 6-mile float down on the Lower Niagara River from Lewiston to Youngstown. For those not familiar with this area, the river has a 4 to 5 knot current, empties into the Lake Ontario and is an international border between the U.S. and Canada. The participants, some 300 people, were encouraged to float down the river with “anything that floats” and to bring their beverage of choice.

Five PWCs worked the Float Down, operated by Auxiliarists who worked the Paddlefest the day before -- Sheila Rigerman, Doug Rigerman, Clark Godshall, John Carpenter, and Mike Kennedy (Division 2, Sylvan Beach Flotilla 26). They had support from Station Niagara’s 25-foot and 45-foot response boats and other law enforcement platforms.

With light winds and temperature in the 70s, and a thunderstorm forecast for later in the afternoon, the PWOs left Station Niagara at about noon to

*“Without Auxiliary support in this mass event, lives could have been lost.”*

head up the river to the launch site. They started encountering those who launched early, so PWOs spread out to float along with these people.

Over the next hour there were no incidents. The wind picked up and the waves were growing. No sooner had someone commented that it was boring when things went from good to bad.

The participants were getting close to the Canada shore and needed to be brought back towards the middle of the river. When the PWOs encountered these people, they had no idea they were near a foreign border, had very few or no paddles, limited life jackets, plenty of beverages, and no idea where they were to exit the river.

Over the next five hours some rafters entered the water and attempted to pull their rafts towards shore while swimming

against an overpowering current. The PWOs started to tow the participants towards the exit point, and creatively entered into a dual towing formation to pull larger groups of rafts to shore. Some people in the water were deposited by the PWOs at USCG Station Niagara where active duty personnel pulled them onto the Station’s property. The CG response boats directed PWOs to groups of rafters needing critical assistance while they performed rescues. The condition and demeanor of some of the victims clinging to PWCs in desperation caused towing lines to fowl and disabled one PWO who remained calm despite being pulled into the river and then was assisted by the 45’ boat, which was full of victims. The PWOs diligently worked until all rafters were on shore.

Active duty Coast Guard from Station Niagara comment-

ed that “without the Auxiliary support in this mass event, lives could have been lost.”

**HARBOR FEST**

A week later, PWOs John Conroy (Sylvan Beach Flotilla 26), Pat Christopher (Oswego Flotilla 24), Mike Kennedy, Steve Bollenbacher, Sheila and Doug Rigerman were in Oswego for the Harbor Fest. They maintained a safety perimeter to keep boaters out of an area where two-hour water ski shows were taking place. Why use the PWCs for this event? The water depth is shallow in spots, there’s a need for quick response to an intruder, and it allows the active duty to attend to other scenarios during this weekend event.

**RESULTS**

Over the two weekends the PWOs from three divisions and multiple flotillas trailered their PWCs upwards of 500 miles each, and did over 20-plus hours under way on the water. They encountered approximately 1000 people on the water and countless members of the public on the land that saw what the Auxiliary does.

# Di·ver·si·ty: more than a buzz word

by Carol Velcio  
FSO-Diversity, Flotilla 7-16



Diversity (də'vɜrsətē,dī'vɜrsətē). No matter how it's pronounced, we hear this buzz word more and more. Environmentalists recognize the importance of ecosystem diversity. Employers talk about diversity in the workplace. Cultural diversity is important to sociologists in understanding societies. Businesses rely on supplier diversity. And the term is even used when referring to stock holdings.

In a New York Times Magazine article entitled, "Has Diversity Lost Its Meaning?," Anna Holmes writes, "The ambiguity is the fact that the definition of diversity changes, depending on who is doing the talking... But in reality — which is to say, when applied to actual people, not flora, fauna, or financial securities — the notion of diversity feels more fraught, positioning one group (white, male Americans) as the default and everyone else as the Other."

Instead of "them and us," I look at diversity from a different — perhaps naïve — point of view. It is simply this: As humans, each of us has the need to connect with others and develop the trust needed to feel like we belong.

*Diversity is the mix. Inclusion is making the mix work.*

*--Andres Tapia*

Clearly, in our everyday world variety makes life interesting. But, what if vanilla was the only flavor of ice cream? Or, shirts were only available in red? Imagine an orchestra with only one type of instrument. Would we be happy if there was only one make/model

of automobile? As an article in Scientific American put it: "It seems obvious that a group of people with diverse individual expertise would be better than a homogeneous group at solving complex, non-routine problems. It is less obvious that social diversity should work in the same way—yet the science shows that it does."

Everyone views problems differently. "Bringing together people of various backgrounds with different life experiences can generate ideas or perspectives that others may not have considered or been aware of," according to an article on the importance of diversity at [ampglobalyouth.org](http://ampglobalyouth.org).

Consider the missions we support for the Coast Guard. To build an effective team, you need to have both similarities and differences. It is important to call on others who have the pertinent knowledge and experience to assume relevant support or leadership roles. Don't be afraid to ask others about their skills and interests and assist them in finding ways to successfully achieve their goals.

Our core values of honor, respect, and devotion to duty define who we are. As our NACO Diversity Statement puts it: Together we can assure that everyone "regardless of race, gender, color, national origin, sexual orientation, age, religion, or physical or mental disability has an equal opportunity to become a member of this organization."

The Auxiliary has four diversity goals and has offered powerful ways to help achieve them.

### 1. Positive Environment.

"We need to create an environment for everyone which fosters an appreciation of the values, skills, and abilities of each individual member." Create enthusiasm and a supportive

atmosphere. Promoting inclusion supports member retention. Make friends with everyone.

### 2. Value All Auxiliarists.

"Members are responsible to each other for promoting an inclusive atmosphere of acceptance and respect...and moving beyond simple tolerance to embracing and celebrating our different backgrounds." Listen to others. Good leaders understand the value of building diverse teams. Develop individual strengths to help members achieve their goals while supporting mission readiness.

### 3. Promote Individual Success.

Celebrate contributions of others. Invite new members to participate. Use people with different skills and delegate tasks appropriately. Present clear and logical objectives. Ensure all members understand their duties. Maintain a positive attitude and learn from mistakes. No one is good at everything, so excel at what you can do well.

### 4. Expand Outreach.

Recruiting a diverse membership supports future growth. In NY Times Magazine, African-American film director Ava DuVernay admitted, "Diversity is like, 'Ugh, I have to do diversity.' I recognize and celebrate what it is, but that word, to me, is a disconnect... 'Inclusion' feels closer; 'belonging' is even closer."

We are obviously a product of our birth, but it is the entire human experience -- our upbringing and our life experiences -- that makes us unique. With diversity, I believe we can enrich our lives and gain new insights and outlooks.

Mother Theresa, now known as St. Theresa of Calcutta, wisely noted that working together, everyone accomplishes more. She is quoted often, but this one is worth committing to memory:

*I can do things that you cannot,  
You can do things that I cannot;  
Together we can do great things.*

U.S. Coast Guard photos.

## 'Honor, Respect, Devotion to Duty' – The Next Chapter

by Virginia Suda  
past Division 7 commander

U.S. Coast Guard photo  
by Petty Officer 2nd Class  
Christopher M. Yaw



Former  
Ninth District  
commander is  
now a member  
of N. Cleveland  
Flotilla 7-16.

Retired Rear Admiral (RADM) June Ryan, who took the step to join the Auxiliary prior to her retirement this past year, commanded the Ninth Coast Guard District from June 2015 to August 2017. Prior to that she was military advisor to the Secretary of Homeland Security, a Sector Commander, Captain of the Port, Deck Watch Officer, Pacific Area Chief of Staff as well as being the first female commanding officer of Coast Guard Cutter Neah Bay in Cleveland, Ohio. RADM Ryan also has the distinction of being the first woman to move up the ranks from junior enlisted to flag officer. She is now a member of North Cleveland Flotilla 7-16. Recently we had a chance to interview RADM Ryan and learn more about her formative years and how she became interested in military service.

*Q: You are originally from Bettendorf, Iowa, which is located on the Mississippi River. Did living in a river city spark your interest to major in biology, or a future in Coast Guard?*

**ANS:** The Mississippi River really sparked my interest in being on the water. My family owned a 22 foot sailboat and we enjoyed sailing on the weekends. I took sailing lessons on a Sunfish and enjoyed that as well. So, when I saw a Coast Guard commercial on TV, it all seemed to come together.

*Q: How did you choose to go to Bowling Green State University?*

**ANS:** My brother attended the University of Notre Dame. Notre Dame competed against Bowling Green State University (BGSU) in

sports. My brother visited the BGSU campus, and when I was looking for colleges, he told me I'd love BGSU. He was right. At the time, they had a new sports facility, and I was hooked. I initially tried out for the tennis team, but I came down with mononucleosis, and was out most of the season. I met some nice folks around campus, and began to take Army ROTC classes with them. I obviously never signed a contract with Army (despite my instructor's encouragement). However, I do credit my four years in Army ROTC with my early Coast Guard career successes through basic training and Officer Candidate School by staying physically fit, learning military drill and ceremony, proper saluting, and wearing the uniform, etc.

*Q: Who or what inspired you to join the CG Reserves when you were at Bowling Green State University?*

**ANS:** When I was a sophomore in high school, I saw a Coast Guard commercial at about 3:00 in the morning. The theme was "start a tradition." The commercial featured a family, who has had a member serving in the Coast Guard, on the Outer Banks of North Carolina since it was the Life Saving Service. That family still has members serving today. I often tell folks, when I became Sector Commander of North Carolina, I thought I had come full circle. I was now overseeing the exact area of responsibility that the commercial featured. That was until I came to Cleveland and relieved VADM (then RADM) Fred Midgette as the Ninth District Commander. The family fea-

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# Think Auxiliary

tured in that commercial so many years earlier, was the Midgette family. Sharing the Change of Command stage with VADM (then RADM) Midgette was one of the most memorable moments of my career. I truly had come full circle.

(Her quote in Cleveland Magazine (Nov. 30, 2016) expands on that: “My dad served in the Army Air Corps and my brother was in the Air Force. My mother was a nurse, so growing up I knew I wanted to do something that involved service. But I also wanted to do something that no one in my family had ever done before.”)

*Q: How did you first learn about the Coast Guard Auxiliary?*

**ANS:** I first learned of the Auxiliary as a LTJG in Yorktown, VA. I served as the Training Center Auxiliary Liaison Officer. Both the local flotillas, as well as their district training events were held at the Training Center. I was honored to help them coordinate the events. It was there I became life-long friends with folks like Ev Tucker, Tom and Donna Gilroy, and other Auxiliarists in the Fifth Coast Guard District. I returned to D-5 for their D-train last year, and was truly humbled to receive the Order of the Penguin from those I worked with so many years ago.

*Q: Do you have any particular area of interest in the Auxiliary that you want to pursue?*

**ANS:** I enjoy training, so I think I'd be interested in helping in that capacity; not sure if that would be member training or in Boating Safety Courses. Another interest of mine is the AUXFS (Auxiliary Food Service) program. I met the Ellis' in North Carolina when the program was still in its infancy. I've seen it grow and have greatly appreciated the assistance of the AUX FSs at so many of my events, both here and at my other units. Another area, I think I could assist in is working with new members. After going through the full AUX application process to become a member, I would be interested in helping others fill out

the forms. For those not familiar with government service, the mere process could appear to be very challenging. I think providing that personal touch and encouragement may keep potential members motivated through the lengthy application process. So those are three areas -- just off the top of my head.

*Q: What do you think is the most pressing challenge facing the Auxiliary today?*

**ANS:** I think the most pressing challenge is membership. I'd like to see (and hope to see) more active duty members become AUX members after they separate.

*Q: Do you have other plans after retirement in addition to the Auxiliary?*

**ANS:** I do not. We have bought a house, and the “honey do” list is very long (removing wall paper and painting.) Longer term, I hope to “give back”, specifically assisting in either elementary schools or high schools as a motivational speaker -- increasing the self-esteem and confidence of students, particularly girls.

*Q: What influenced you to stay in this geographical area?*

**ANS:** We wanted to keep our daughter in one high school. (With my tour rotation cycles, she may have been in as many as three high schools.) She loves attending the St. Joseph Academy, an all-girls school. She is on crew (rowing out of “The Foundry” on the Cuyahoga River). So that is what influenced us to stay here. Once she graduates school and attends college, we will re-evaluate where we eventually want to “retire-retire”.

*Q: How have you balanced the demands of your job, frequent travel, etc. with home/family life?*

**ANS:** Balancing home, work, and travel is always challenging, regardless of what business you're in. What I love most about the Coast Guard is that it really is like family. My husband, a retired CWO4 (WEPS) in the Coast Guard, fully understands and appreciates the positive aspects of having “The Admiral Visit.” One of the most rewarding parts of my job is traveling to the various parts of the D-9 AOR, and sitting and talking with Coast Guard members who live and work there; Active, Reserve, Civil Service, and Auxiliary. My husband works from home, and during my tour as the Ninth District Commander, much of the home obligations have fallen on his shoulders. I'm happy to be able to assist with those responsibilities.



U.S. Coast Guard Auxiliary photo by Robert Stronach.

# A game changer

## Dockside advising a way to reach the public

### AND RECRUIT MEMBERS

by Joseph Sopko, M.D.  
District Chief of Staff

iStockPhoto

“ Do something that our active-duty shipmates can't... Dress down and look more like the public we are reaching out to. ”

Last year our district became the second in the nation to develop a new program known as Dock Walking or Dockside Advising. It focuses on getting Auxiliaries to meet and interact with boaters of all types on the docks of their marinas, yacht clubs, public docks, launch ramps and paddle craft sites.

This requires us to think of ourselves more as general practitioners (in its medical sense) rather than as specialists. We tend to have a specialty worldview in the Auxiliary that we are vessel examiners or instructors or boat crew or marine dealer visitors or marine safety specialists or ATON verifiers or public affairs specialists, etc. You get my meaning.

In this program we think of ourselves as generalists who know a fair amount about all of these specialties, and if we don't know a particular answer, we know someone who does. Thus we can share our knowledge with the boating public in a new and innovative way. We can do something that our active-duty shipmates can't so easily do. We can dress down and switch from our uniforms to civilian dress and look more like the public we are reaching out to. Think about the ODU uniform. We wear it well and proudly in Nine Eastern but it is an active duty uniform distinguished only by the word "Auxiliary" over the left pocket.

It is often said that people don't know who or what Auxiliary is and that's partially because we do blend in so well with the active-duty and reserves. Also, on first sight that uniform can be a little off-putting to potential new members, and yes, as a secondary goal of this program we will also be able to recruit a new and more diverse group especially from the paddle craft community.

So, in summary, think of yourselves as recreational boating safety general practitioners, take off your ODU and support this image change for the Coast Guard Auxiliary in Nine Eastern. I think it really will change and improve our "game".

## Members are 'Semper Gumby' when it comes to mandated training



by Clark J. Godshall, Ed. D  
District Training Officer

Although mandated training has been available for years in one form or another, we have emerged this past year with full implementation, having complied with the requirements that all members complete 10 mandated courses. We can confirm that our membership is truly “Semper Gumby” (Always Flexible). The creativity to accomplish the task called upon members to overcome technology limitations, gain passwords, take assessments, and become engaged in these trainings.

Local Flotillas and Divisions provided the courses before and after their meetings, at local schools and

libraries to gain computer access. In many cases training was provided on an individual basis. 9ER has continued to offer the training at its D-Trains. Despite some hurdles, we have had multiple flotillas achieve the 3-Star NACO award for 90% membership completion. Thanks to our flotilla leaders, our newest members fully understand the requirements and have aggressively pursued the training while awaiting security clearance.

The training of our members is key to a highly evolved, dynamic, effective, and efficient organization. Training enables us to become valuable partners with

the Coast Guard, helping them meet mission objectives. Also, we meet our commitment to be of service not only to the maritime community, but the community as a whole.

However, the job is not done. Six of the courses (Security, Privacy, Sexual Harassment, Sexual Assaults, Civil Rights and Suicide Prevention) have to be renewed every five years. So, start to think about taking advantage of “hard water” times for joint training and other Auxiliary mission opportunities and thanks for being “Semper Gumby” with mandated training.

## 3 key words for program visitors

by Michael Bialaszewski  
Dist. Staff Officer - Program Visitors

At Fall DTRAIN, our new DIRAUX gave us three key words listed below. I would like to apply them to our mission as Program Visitors.

**Aviate:** Plan your approach to our partners (each one is somewhat unique); address the needs in your area. Keep information out that individual program partners would find useful for their specific customers.

**Communicate:** First off, tell you flotilla commander or vice commander your plans; this is very important. An email or phone call works. Speak with

your partners; let them know how our program benefits their customers. Ask if they have questions; find ways to further help partners and get the boating message out.

**Navigate:** Work through your plan. Document your stops, perform needed follow-up. Make sure your inventory stays up to date. Complete your mission, perform a summary for yourself, and improve as you go. Did you get information out to partners that will make boaters safer? How could you expand or improve your mission?

**One last point,** our OTO wants Program Visitors to focus on getting the safety message out to ice fishing enthusiasts this hard water season. We have brochures on hypothermia, and cold water action. This is an excellent way to get the message out to a potentially underserved group.

Thank you for all that you do in this program. Bring someone new along and perhaps you can talk to them about the need to recruit new Program Visitors.

## We each have our reasons for our Auxiliary service

U.S. Coast Guard Auxiliary photo



*Dr. Clark J. Godshall  
District Captain for Logistics  
and District Training Officer*

Members of the U.S. Coast Guard Auxiliary have their own motivation for the amount of time, effort, and service that they choose to dedicate to the Auxiliary. Each one of us joined the Auxiliary for a variety of reasons, and we all derive different satisfactions from our experience in support of the active duty and public.

In the aftermath of the September 11, 2001, the ranks of the Auxiliary swelled with new members. It was a time when our country was under attack in such a way that hadn't been seen since Pearl Harbor in December, 1941. Our country needed us, so many of us joined up to take part in the effort and felt strongly that if there ever was a time to volunteer, the time had arrived. Auxiliary members have found their volunteerism to be the perfect opportunity to serve.

*“ While not  
always apparent,  
everything we  
do in service  
is extremely  
important. ”*

While Job #1 of the U.S. Coast Guard Auxiliary is recreational boating, our members have many years of experience on the water. That knowledge manifests in service via Member Training or Public Education or crew activities. Many join with little or no boating experience at all, but through the years and with hard work, have gained excellent skill sets that not only benefits them as Auxiliary members but in their personal lives as well.

Some of our members come to us simply for the fellowship. After all, there are some really great people that belong to the Auxiliary. Lifelong friendships form here that derive from working along-side people with common interests. While some members are extremely active, spending their time district/division-wide, others serve more locally at the flotilla level, or perhaps behind the scenes.

Whether one is a District leader, or the member who brings snacks for a flotilla meeting, ALL of us are important to the Auxiliary. Every contribution (whether it be to the boating public, the Coast Guard directly, or to our fellow members) is critical to our mission success.

Sometimes, it may feel like what we do goes unnoticed. Other times, it feels like

what we do is not important. Sometimes, it may feel like it we're not making a contribution. While not always apparent, everything we do in service is extremely important. Every report we write, no matter how concise or brief it may be, has some information in it that helps our fellow members do what they do best.

Revisiting the member who brings the snacks: While it may be the only thing he/she does in the flotilla, it may just be one of those things that bring members to the meetings. While at the meetings, members get training, announcements, awards, and actively participate. While it may seem to be a very small gesture at the time, it just may end up being a very large contribution in the end.

We all are Auxiliary members for different reasons. We all get different levels of satisfaction out of our work. Whatever you do in your service for the Auxiliary, do it well and do it to the best of your ability. The boaters, the Coast Guard, the nation and your fellow members all benefit when you do. When you look at your flotilla-mates sitting next to you at the meeting, know they are here because they want to serve-- just like you do.

Thanks for your service to Team Coast Guard.

## Some parting thoughts, and a 'thank you'

As my term as District Captain comes to an end, I want to do several things:

- First, to thank the members of 092 for their efforts to promote safe boating in our AOR and partner with the active duty Coast Guard members to make their duties safer and more efficient. By that, I mean Watch Standing, patrols (land, sea and air), vessel exams, safe boating classes, meal preparations and just being good "shipmates".
- Encourage all of you to finish your Mandated Training. We are getting closer to our 90% goal, so perhaps find ways to help your fellow members get over the finish line. A team effort can make the process faster and more enjoyable.
- Spread the word about safe boating through boating safety classes, boat shows, one-on-

one conversations, and perhaps even our newest opportunity, "Dock Walking". This is an innovative way to get our message across to the boating public, recruit new members (which we dearly need), learn from others' experiences and even have some fun.

- Consider taking some of our numerous courses, which are free, by the way. The Training Directorate site is a good place to start and I can tell you from experience, you are never too old to learn! The sites range from on-line, D-Train courses and "C" Schools. Many of these latter courses are taught by experts in their fields both in the Auxiliary and the Coast Guard.
- I plan to take the BQII course as a general refresher and I know I will find a lot of information that I have

forgotten, or God forbid, did not know in the beginning. I have been a member for 11 years and wish that course had been available when I joined. I also plan to take the "Good Mate" course so I can participate in the Dock Walking mission.

- It is never too early to start "prepping" for our on-water missions next season. I know this was not a great year for many of us, but hopefully 2018 will be better. Check all of your safety equipment and consider picking up one of the "electronic flares" so you will never be out of date.

In conclusion, I want you all to know how much of a pleasure and an honor it was to have served as one of your District Captains. I made many friends, hopefully none



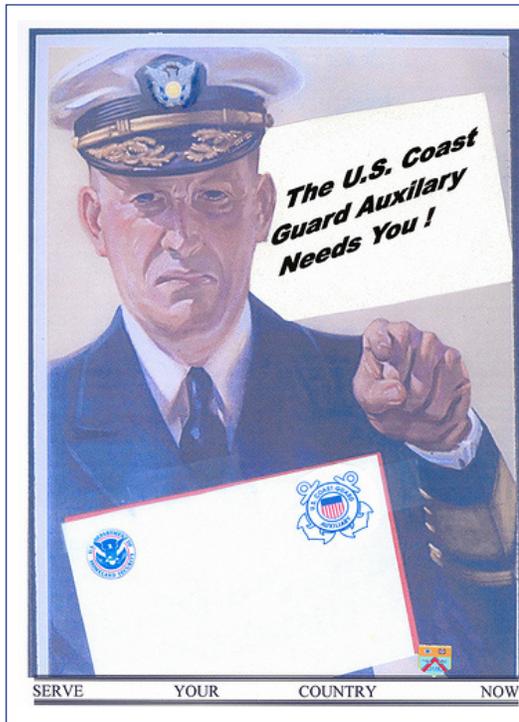
U.S. Coast Guard Auxiliary photo

Dr. S. Baird Pfahl

2017 District Captain for Response

of the other variety, and in essence "had a blast". Please give my successor, Mike McGrath, the same support, advice and guidance you provided me.

I look forward to seeing you in the future and say to all of my 092 members: "BRAVO ZULU."



## Feed the district historian

James Middleton is the District 9ER historian, DCO Robert L. Scofield announced.

"He will archive any information that you deem worthy of keeping. Some examples of what to send him: copies of newsletters (so that he can glean any noteworthy material for posterity), significant flotilla anniversaries (e.g., 75th, 70th, 50th), and any events you would want remembered. Let's not overlook this valuable resource for the future of the Auxiliary."



Historian Middleton may be contacted at:

[jrmiddleton425@yahoo.com](mailto:jrmiddleton425@yahoo.com).



U.S. Coast Guard Auxiliary photo

Dr. Joseph Sopko, DCOS

# Uniforms and you

## We are not in the navy

Recently active duty Coast Guard officers have observed 9E Auxiliary members wearing white crewneck undershirts instead of the proper the proper V neck shirt (no sleeves showing). Crew neck shirts are fine in the Navy but not in the Coast Guard. Please let's get this right.

When national instructors were at our latest DTrain, they observed that the cardigan and woolly pully sweaters were not being worn correctly. Now I admit that this might seem like a small point (please see Uniform Regulations below), but if you are wearing any open collared shirt with these

sweaters, the collar is to be worn outside of the sweater.

And finally, I was observed at the last NTRAIN with my left rear pant pocket unbuttoned. That's the pocket where your wallet probably resides so by buttoning it properly we also deter pickpockets.

### 3.C.11. Outerwear

Only Coast Guard approved outerwear will be worn. When wearing outerwear with buttons and/or a belt, all will be fastened. When wearing any outerwear with zippers, they will be zipped a minimum of two-thirds closed. Pregnant women may adjust outerwear closure as needed to prevent discomfort.

Item	Description	Related Information
WOOLY PULLY SWEATER (optional) Insignia. See Chapter 4.A. for the wear of appropriate insignia.	The woolly-pully sweater is made from wool or synthetic yarns in a rib knit V-neck design with epaulets.  <i>When wearing the sweater with any open-collared shirt, wear the collar on the outside.</i>	Wear with:  • SDB (in lieu of SDB Coat except when SDB Coat is more appropriate) • TB • WDB • Maternity Uniform (except Jumper) The sweater may be worn under the trench coat, reefer coat, foul weather parka II, and the windbreaker as long as it does not extend below the coat bottom.



Yes.

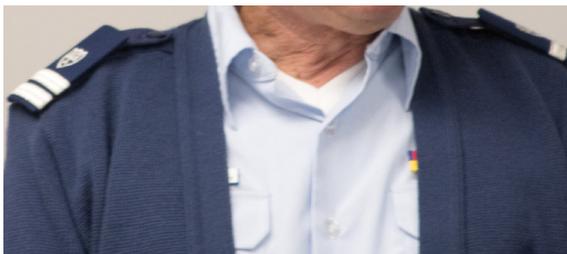
CARDIGAN SWEATER  
(optional) Insignia. See Chapter 4.A. for the wear of appropriate insignia.

The button-front cardigan style sweater made of an acrylic/wool blend material with epaulets.

*When wearing the sweater with any open-collared shirt, wear the collar on the outside.*

Wear with:  
  
• SDB (in lieu of SDB Coat except when SDB Coat is more appropriate)  
• TB • WDB • Maternity Uniform (except Jumper)

Authorized for wear inside and outdoors within the limits of the Coast Guard unit/activity, and may be worn under other outerwear when traveling between Coast Guard units or between work and home (as long as it does not extend below the bottom of the outerwear).



No.

Must remain buttoned at all times with the exception of expectant mothers, the sweater may be buttoned or unbuttoned after the first trimester of pregnancy.

U.S. Coast Guard Auxiliary photos.

**Department of Homeland Security  
United States Coast Guard  
United States Coast Guard Auxiliary**

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**Official Business**



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## **Auxiliarists teach school children paddlesports safety**

Sylvan Beach Flotilla 26 brought paddlesports safety to the 14th annual Safety and Health Expo at Dolgeville (NY) Central School. Coordinated by So. Adirondack Fire Prevention Team, the June expo attracted some 300 children and adults in grades 3 through 6. Auxiliarists Tom and Melaine Paatz taught the children how to safely climb in and out of a canoe and what to do if they should capsize. They covered: pre-departure check, what to wear, what to bring, hypothermia, heat exhaustion, weather and boating hazards, and the importance of wearing life jackets. Students were given a boating safety workbook, a whistle, and the message that "life jackets are life savers."

-- by Melaine Paatz, Flotilla 26



*USCG Aux photo by Melaine Paatz.  
Used with parental consent.*