

EAST WIND

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Issue Number One



US Brig Niagara is fit to sail, thanks to safety inspections by U.S. Coast Guard (with an Auxiliarist on board). SEE PAGE 10.

Jack Benton

Runnerup for National Inspirational Leader



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SPRING D-TRAIN SPOTLIGHT



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Letter from the Commodore



**Edward M.
Monaco
DCO 9ER**

Summer is here and Boat Operations and Safety Patrols are in full swing. There is much on the agenda this summer for our Auxiliary. We have sharpened our skills all winter and spring and it is time to get underway and undertake our missions.

We have improved our percentage of members completing Mandatory Training to 42 percent. Those members that are current, thank you for your efforts in completing this necessary part of our training.

There are still many members who have yet to complete Mandatory Training. Please make an extra effort to get the MT completed as soon as you can. This training has been made mandatory for a very good reason. One example is the training section on Cyber Security. In today's world information that we as auxiliaries have and communicate to each other on a daily basis is privileged and not for circulation outside of our organization. If we do not understand safeguards to prevent unauthorized access to our email accounts, social media, twitter, etc., we can inadvertently allow this information to fall into the hands of those who would do us harm or our organization harm.

The MT on Cyber Security helps establish procedures and methods when using our communication tools to stop unwelcome access and hacking of our information. Other topics are equally important to you as a member of the USCG Auxiliary when

undertaking our missions and conducting business as an Auxiliarist.

Mandatory Training is not just another bit of extra work for our members. It is designed to provide information and knowledge to help all of us navigate through today's US Coast Guard and US Coast Guard Auxiliary in a safer and more secure way.

Find out who needs to complete MT in your Flotilla and let's get them some assistance in completing it.

Some of our members may not have ready access to the internet or a reliable computer. Reach out and offer some assistance to your fellow shipmates. Provide opportunities at Flotilla Meetings and on weekends to assist those that need help with MT. Set some goals and time lines to have your Flotilla improve your percentage of members having completed MT.

Our National Auxiliary is making great strides in improving and upgrading the Directorate Websites.

Please take the time to view the sites online and see what's new.

Thank you all for all the hard work that goes into being a US Coast Guard Auxiliarist. It's the efforts of the individual member that makes us the greatest boating organization in the world.

District Commodore

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Radiological nuclear detection

By Mark Galan
Akron, Ohio Flotilla 61

Auxiliary units participate in multi-agency security exercise

CLEVELAND, OHIO — Eastern Region flotillas joined the U.S. Coast Guard and approximately 20 other agencies in a full-scale security exercise in April. This exercise was designed to evaluate and promote inner agency cooperation in performing

preventative radiological nuclear detection (PRND), emanating from our waterways.

The security exercise is based on the American Maritime Security Training and Exercise Program, (AMSTEP). The program

focuses on building comprehensive relationships within the federal maritime security agencies in development, evaluation, augmenting, and execution of a robust maritime security plan. Being the maritime federal coordinator, the U.S. Coast Guard was the lead organizer of the exercise.

The Auxiliary units roleplayed different scenarios as unmarked “target” vessels in the greater Cleveland area, including Lorain and Fairport harbors.

A pre-mission briefing protocoled all the participants. A post-mission “hot wash” and evaluation forms helped identify strong points and any need for improvement.

The conduct of such exercises in realistic situations gives the Coast Guard and all other involved agencies the ability to practice, learn, and improve their preparedness should a “real world” emergency occur.



Flotilla 61's Gina Packard, aboard an Auxiliary “target” vessel, watches a 25-ft. response boat from Station Fairport Harbor as it stands off a safe distance after detecting a higher radiation level as a part of the radiological nuclear detection exercise.

RIGHT: Mike and Gina Packard (L and R), aboard an Auxiliary “target” vessel at Fairport Harbor, attempt to explain to the Coast Guard boarding officer why his radiation detector is alarming

Photos by Mark Galan,
Flotilla 61, Akron, OH



From safety patrols to AUX-FS to SAR mission

PERSONAL REFLECTION

By Mike Kennedy
Division 2 commander

A good day for 'just doing our job'

OSWEGO, NY -- The day started with an expectation of routine patrols and providing safety zones for the personal watercraft (PWC) acrobatic show at the 2015 Harborfest. Our boat, "Trident," a 22-foot Robalo owned by Dan Garcia, had already been out on a patrol, with John Conroy as coxswain and Steve Botsford and Dan as crew. Since Dan's boat was brand new, John and Steve had done a

very thorough pre-underway inspection, and, when I arrived, they were just back from patrol.

The plan was that John would act as coxswain for the first patrol, with Steve, who is from Watertown, getting an area familiarization before acting as coxswain on the second patrol. Coming aboard for the afternoon patrol as crew, I would get familiar with the boat before I would act as coxswain for the fireworks patrol that night. I took advantage of the time before lunch to have Dan and Steve give me a pre-underway tour. We broke for lunch about 1200, expecting to get underway about 1250 for the first of several PWC shows. No sooner had we gotten our food, which had been prepared by AUX-FS Bill and Helen Cummings, who staffed the galley at Station Oswego all during Harborfest, than our plan for the day changed – a lot.

Then-Division 2 Commander Rick Kunz came in

to tell us that there was a fishing boat broken down and drifting on Lake Ontario, somewhere off the Nine Mile Point nuclear stations. We immediately prepared to get underway, with a quick pre-underway briefing. It was pouring down rain, and as we got underway at 1242, we watched the Auxiliary PWC contingent -- Sheila and Doug Rigerman, Clark Godshall and John Conroy -- pulling out to set up the safety zone for the PWC show. We were pretty happy about the canvas over our heads as we watched them taking off in the rain.

Although the lake wasn't very rough, there were some swells, which kept our speed down. With our target about 12 miles away, we found the boat, with four fishermen very happy to see us, after about an hour of travel. We checked with the crew to see if they were all right, had their life jackets on, needed any water or other supplies, and circled the boat to see if there were any obstructions, and to decide where we were going to attach our towing line. We decided to attach to the bow trailer towing eye.

Coxswain Steve Botsford pulled our boat into perfect position for us to attach a skiff hook with our bracket and pole. After turning the tow to face Oswego, we began the long ride home. Taking it very easy at first, we adjusted the scope of the tow line until the tow was following easily, then grad-

Continued on next page.



"Trident" crew does pre-underway inspection at Station Oswego.
Photos by Terri LaVergne, DSO-PA

Coast Guard Auxiliary PWC contingent heads out in the rain to provide safety patrols at Oswego Harborfest.



AUX a big presence at Central NY Boat Show

In-water PFD demonstrations were among the CG and Auxiliary exhibits at the boat show. CG Auxiliary photo.



One might say the Coast Guard Auxiliary has become a significant educational presence at the Central New York Boat Show, held in February at the New York State Fairgrounds in Syracuse.

Division 2 flotillas, with assistance from other divisions, have been stepping up the effort to educate the public on safe boating, staffing multiple exhibits, conducting in-water demonstrations, offering a boating safety class, and teaching what to do if a passenger suddenly finds him or herself in command.

“The Auxiliary had several locations in the show, with

each having a different focus, but all promoting Recreational Boating Safety,” noted Division 2 Commander Mike Kennedy. In fact, they staffed locations in two different buildings.

“We had two adjoining booths within the Exhibit Hall,” said Ithaca Flotilla 22 Commander Gene Little. The first location displayed ‘Clean & Safe’ boating and showcased the threat from invasive species. The display included a boat provided by New York Sea Grant. Flotilla 22 members staffed this area Saturday and Sunday.

He said the second booth displayed traditional RBS information and equipment, was manned by members of Flotilla 21. “On Saturday we also had Mike West and Hal Howarth from Division 15, D1SR, both recruiting for the Coast Guard Academy.”

In the Horticulture building, Little said, “we had a ‘much-too-cold’ pool set up, so we could demonstrate the different styles of PFDs and which boating environments they were best suited for. Many thanks to Jacob Scott, Brianna Kinchen-Woods from Station Oswego, who were joined by Dave White from Sea Grant, for their

in-water demonstrations.” In between the demonstrations, Little covered basic safety equipment needs and use.

“This area was also used for the scenario where a passenger becomes ‘Suddenly in Command’,” Little noted. “These demonstrations were well attended and there was a lot of audience participation... Next to the pool, we had a boating safety course that John Steinbarg and Dan Garcia taught on Saturday, with 20 students in attendance.”

Also in the Horticulture building was the Coast Guard 25’ boat. Said Little: “This was our primary recruiting/RBS location and the boat drew a lot of interest so we could talk to patrons about what we do and explore the possibility of them joining us. The result was names and contact information from 20 people interested in our follow-up program. The participants that supported this effort were from three Divisions total, and all of Division 2 Flotillas were in attendance at some point over the four-day event. Special note should be made that Dale Campbell of Flotilla 22 was recruiting on Saturday for the Coast Guard Academy.”

A good day *continued from previous page*

ually built up speed from “dead slow,” all the way up to “pretty slow.” We were in no rush, since you don’t get extra points for towing quickly, especially if something carries away on the tow or the tug.

The swells were still pretty high, even with the weather clearing nicely. So we settled in for the long 12 miles back to Oswego harbor. The crew of our tow were in good spir-

its. Finally, we pulled them into Wright’s Landing Marina in Oswego, filled out the paperwork, and before we had left the dock, they had their boat on the trailer and headed for the repair shop. They were very happy to be back, and grateful for our help.

We pulled back into the Station and secured at 1824. We were late for evening meal, but Bill and Helen had

kept something for us, and we ended the day sitting to a meal provided by AUX-FS.

All in all, we were “just doing our job.” The AUX-FS contingent prepared delicious meals for the Gold and Silver crews, along with several police agencies, all throughout Harborfest. Personal watercraft operators from Divisions 2, 3, and 4 worked together to provide a safety

zone in support of Station Oswego. The search-and-rescue tow, which otherwise would have had to be handled by a crew from Station Oswego, had a coxswain from Division 1, and crew and craft from Division 2. That day, and all during Harborfest, we were a real force multiplier.

Now that I think about it, “just doing our job” is pretty satisfying.

28 Auxiliarists bring safety message to Mid-America Boat Show

The Coast Guard Auxiliary had a booth at the Mid-America Boat and Fishing Show held at the Cleveland I-X Center on January 14-18.

“Our booth was the only Coast Guard presence at the show,” with 28 Auxiliarists and two Coast Guard personnel helping out, reported Division 7 Commander Virginia Suda.

It was a busy five-day event, she said, since the exhibitors shared the same general floor space with the Cleveland Out-

door Adventure Show.

“Our booth had many visitors because we were located near Captain Willie’s Pirate Island, which has always been a feature Boat Show attraction.”

The Auxiliary display had a kayak with an accompanying paddlecraft pop-up banner, life jackets, an interactive knot tower, red and green harbor entrance lights, rules of the road banner, an assortment of items found along the Lake Erie shore, and a quiz that showed the impact of careless littering leading to water pollution.

“We also added a display of life jackets in various conditions asking whether someone would trust a particular life jacket to save one’s life,” Suda said.

Visitors had an opportunity to complete a 10-question boating safety quiz and be entered in a drawing that gave the winner a free safe boating class. The winner was Mi-

chael Toth from Lakewood, who chose to attend the Sailing Skills & Seamanship course in Lakewood.

The Auxiliarists devoted a total of 245.4 hours including direct contact with visitors as well as behind-the-scenes activity. All time slots at the booth were fully staffed; several Auxiliarists stood multiple watches.

“We want to thank the Ninth District Coast Guard Aids to Navigation Office for lending us the aids to navigation, Station Cleveland Harbor for transporting materials, the Cleveland Marine Safety Unit, and the Ohio Department of Natural Resources’ Watercraft Division in Cleveland for their support,” she said. “We also would like to thank the Lake Erie Marine Trade Association for giving us the space for our exhibit.”

Those who helped at the booth included:

- Division 7 - Ron Baker, Michael Bartok, Sterling Black, Bob Daley, Jeff Eakin, Scott Foschke, Bruce Harris, Jolyn Jones, Kevin Kelley, Andy Killian, Roger Kish, Betsy Macintyre, Dan Mikes, Jim O’Donnell, Karen Payer, Larry Peltz, Larry Pizon, Dave Romaine, Ed Scheffner, Richard Smith, Joe Sopko, Virginia Suda, Derrick Vassel, and Carol Velcio.

- Division 6 - Mark Galan, Greg Little, Michael Patena, and Ron Tvorik.

- Station Cleveland Harbor – Petty Officer Kahler and Petty Officer Miller.



Boat show visitors try their hand at knot-tying and (below) interact with Coast Guard Auxiliarists. Photos by Larry Peltz and Derrick Vassel.



Division 7 flotillas active in public education

“*Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young.*”
- Henry Ford.

One of the missions of the Coast Guard Auxiliary is to promote boating safety. Working towards that goal, flotillas in Division 7 taught several boating classes this past win-

ter and spring. They included three ten-week classes and three eight-hour classes.

Flotilla 75 organized the ten-week classes in Lakewood, which included Boating Skills & Seamanship (BS & S), Sailing Skills & Seamanship (SS & S), and Navigation. Boating Skills enrolled eight students and six finished, Sailing enrolled 15 students and 12 finished, and Navigation enrolled six students and four finished. Instructors and instructor aides included Bob Daley, Bruce Berwald, Andy Killian, Virginia Suda, Bruce Harris, Kirk Lombardy, Ed Scheffner, and Carol Velcio.

hour About Boating Safely classes in Independence and Solon. The Independence class had 15 students with four under the age of 17. The Solon class had 11 students with five under the age of 17. Instructors included Joe Sopko, Betsy Macintyre, Michael Hottos, Andy Killian, and Larry Pizon. In January, Flotilla 76 held an Ohio Boating Course at the Western Reserve Yacht Club. Jeff Eakin was the instructor. Flotilla 76 is having discussions with Lake County Council of Boy Scouts about a possible joint effort to provide an About Boating Safety class for the Small Boating merit badge. The flotilla is also having discussions with OACC Camping Club about providing the class for its members.



Students work to solve a navigation task.

Story/photo by Virginia Suda,
Division 7 commander

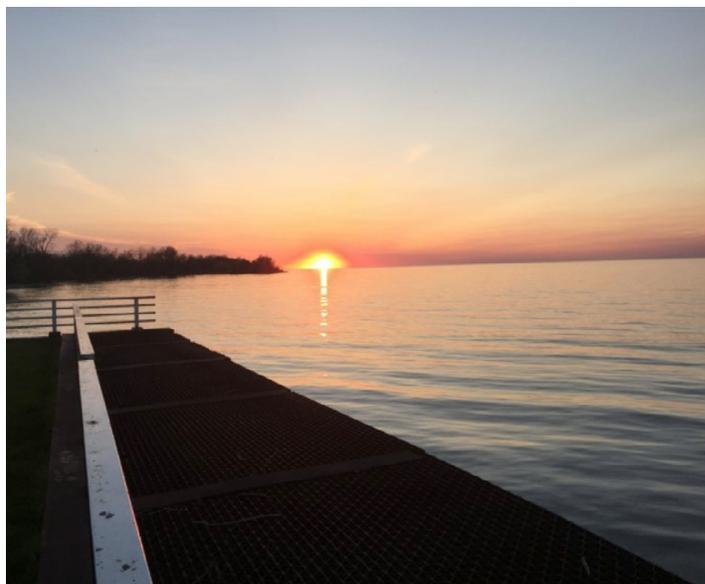
Flotilla 7-16 taught eight-

Weather balloon drops in on Hamlin Beach Flotilla 48

AUX STATION HAMLIN BEACH, May 9 -- The first staff meeting of the year at the station since it was shuttered for the winter had just concluded and the officers had gathered outside to admire the sunset and chat. Station Master Aaron Bauch, however, always gives the grounds and shoreline a good look over, so when he saw a what appeared to be a large tangled orange and white parachute attached to a white box on the beach, he was a little surprised.

It turned out to be a balloon, and the white box was a Styrofoam casing that contained what appeared to be a telemetry transmitter. There appeared to be a wire antenna extending from the box and a label on the box listed various frequencies and dip switch positions. A circuit board was visible through a hole in the casing.

Closer inspection revealed



Sun sets on Hamlin Beach Flotilla 48's first staff meeting of the season. Photos from Eagles Nest, the flotilla newsletter.

that a large business reply envelope was affixed to the box and addressed to NOAA-National Weather Service Radiosonde Reconditioning Group.

Bauch mailed the box back

to NOAA along with a letter stating where it was found and asking for information about what the unit does and perhaps where it was launched from.

-- Michael Stewart
Flotilla 48, Hamlin Beach, NY



Crashed weather balloon.

Flotilla 22 partners on cold-water dangers

By Gene Little
Flotilla 22 commander



Louise Adie discusses gear and attire for cold-water kayaking.

Photos by David Cornelius,
Ithaca Flotilla 22

Flotilla 22 in Ithaca, NY, hosted a cold water public safety awareness event called “Cold Water Kills” on Saturday, April 30 from 10 a.m. to 2 p.m. A goal was to create a partnership with kayaking clubs, the Power Squadron and other organizations who are committed to ending drowning in the Finger Lakes area through collaboration, education and action.

Presenters were:

- Louise Adie, kayak guide in Antarctica, kayak safety team leader for Women Swimmin’
- Ro Woodard, education specialist for NY State Office of Parks, Recreation and Historic Preservation
- Gene Little, Flotilla 22 commander and Division 2 staff officer for Marine Safety/ Marine Environmental Protection.

Also featured, in absentia, was Jenn Curley, who rescued a man flailing in Cayuga Lake, after he fell out of a boat on Friday, January 3, 2015. She is a true hero, since she knew the risk she was undertaking, but still put

“ An out-of-boat experience happens to everyone, and it happens quickly. ”

herself at risk to save another.

Cold water danger can especially be an issue in years when a lake doesn’t freeze over, which can lead people to believe that if the air temperature is warm, they are safe to launch for a day on the water.

The audience of roughly 20, consisting of members of two kayak clubs and individuals intrigued by the event topic, was questioned as to whether they had ever had an “out of boat experience”. The vast majority raised their hands that they had, and several commented that it happens to

everyone at some point and it happens quickly.

So the presenters were then challenged to define “Cold Water”. It is cold water when...? The answer is: whenever the water temperature is less than your core body temperature of roughly 98.6°, water will lower your core temperature 25 times faster than the air temperature would. So, although cold water is frequently defined as below 60 or 70°, even 80° water can lead to loss of dexterity, if you are in long enough.

Ro Woodard had preliminary statistics for 2015 showing that 4.7% of the total vessels involved in reportable accidents (not just fatalities) were paddle craft. Paddle craft account for 36.2% of boating fatalities. So, reportable accidents do not happen frequently with paddle craft, BUT when they do, there is a high frequency of a fatality.

Thus, the presentations expanded beyond the cold water topic to encompass safety for paddle craft on the water. These topics ranged from the necessity of carrying a whistle or sound producing device, to safety equipment we should all carry, including dewatering devices, radio or cell phone, appropriate and well-fitting life jackets, visual distress signals, etc.

Louise then offered her ever evolving expertise on both “gear” and appropriate attire when kayaking in cold water, based on her experience as a kayak guide in Antarctica. Louise also showed pictures from her treks in Antarctica.



Ro Woodard discusses recommended safety devices

U.S. Brig Niagara

SETTING SAIL

with CG inspection team

Edward Morris, assistant district staff officer for public affairs, recently accompanied a Sector Buffalo Coast Guard inspection team as they sailed aboard the U.S. Brig Niagara out of Erie, PA. A brig is a sailing vessel with two square-rigged masts.

The Niagara is a 198-foot wooden replica of the Brig Niagara that was in the War of 1812. The ship's crew consists of five officers, 18 professional crewmen and a host of volunteer sailors. She operates as a sailing school vessel and must undergo annual inspections to maintain her COI (Certificate of Inspection).

The Sector Buffalo inspection team consisted of Chief Warrant Officer (CWO) David Baisden, Lt. Junior Grade (LTJg) Amanda Garcia, and Machinery Technician/Petty Officer First Class (MK1) Rebecca Newell. They had arrived a day earlier to insure all of the ship's safety paperwork was in full compliance, working with the Niagara safety officer, Fourth Mate Sydnee Groenendaal.

"Prior to our sail, I had spent the night aboard the Niagara compliments of Captain William Sabatini,"



Coast Guard inspection team included (from left) MK1 Rebecca Newell, LTJg Amanda Garcia and CWO David Baisden. In the background standing are Capt. William Sabatini and Sr. Capt. Walter Rybka.

noted Morris, adding that Chief Mate David Goldman provided background on the Niagara.

She was built in 1988 and had her first sailing season in 1991. The ship can carry up to 100 passengers and regularly works with various high school and colleges in science, history and seamanship programs. When sailing, the ship has her own medical officer, OS Ceci Weissert, an EMT. The ship carries 12000 square feet of sail, draws 11 feet and weighs 311 tons fully loaded. The Niagara has been pictured in several movies. One was "Into the Deep: America, Whaling and the World," a documentary on the US whaling industry. It relates the story of the Essex, a whaler sunk by a sperm whale that inspired the novel, Moby Dick.

"As we left the dock, the

weather conditions were less than ideal," Morris noted. "Some fog had settled in and the wind was blowing a steady ten knots. Nevertheless the Coast Guard crew observed numerous drills, sail evolutions and inspected much equipment. CWO Baisden carefully watched over all drills such as man overboard, fire and abandon-ship procedures. He went down into the engine room checking the bilge pumps and insuring that the high water alarms were fully operational. Crew proficiency and ship procedures all came under his and his team's watchful eye. Nothing was given to chance. Even the low air alarm on the breathing tank for the fireman was tested."

Both professional and volunteer crew worked in unison as each safety operation was performed. Should the crew had failed in any aspect of safety, the team was ready to issue a citation and even a "No Sail" had the situation warranted it.

"However, this was never an issue," Morris said. "The ship's crew passed with flying colors in every operation."



Brig Niagara in port.

RIGHT: CWO David Baisden inspects alarms in the engine room.

Photos by Edward Morris, ADSO-PA



9ER's flotilla commander of year

Jack Benton also runner-up for national inspirational leadership award



*Jack Benton
Immediate past flotilla commander
Flotilla 64*

Photo / Mark Galan, Flotilla 61

*By Mark Galan
Flotilla 61, Akron, OH*

Master Chief Jack Benton (ret) of Lorain, OH Flotilla 64 was honored as the District Nine/Eastern Region's Flotilla Commander of the Year at the Spring D-Train in Dunkirk, NY. Not long after that he was named runner-up for the COMO Charles Greanoff National Inspirational Leadership Award.

Jack spent 24 years in the Coast Guard as an Electronic Technician (ET), retiring as a Master Chief Petty Officer (MCPO). He spent a good part of his active career in the 9th Coast Guard District in places like Port Huron, Michigan and Marblehead, Ohio.

Now Jack resides in Lorain, Ohio and has a very close re-

lationship with Coast Guard Station Lorain which happens to be where Flotilla 64 centers most of its activities.

The relationship between Jack (with the rest of the flotilla) and Station Lorain is somewhat symbiotic. Twice a week Jack's facility and crew go out to their area of responsibility (AOR), do some underway time, then work with a small or medium-size response boat from the station to conduct exercises.

That allows both AUX and CG crew members to receive task sign-offs as a part of their PQS and to keep those operational skills honed. Collectively, the flotilla had over 621 hours underway last season.

As trained watch standers, Jack and his team had manned Station Lorain's radio room for a total of 652 hours last year.

All work and no play... not with Jack's command. Master Chief Jack knows the importance of what fellowship brings to the flotilla. As 2015 flotilla commander, Jack planned or participated in several member activities such as a two-day rendezvous, steak fry, and a Christmas party.

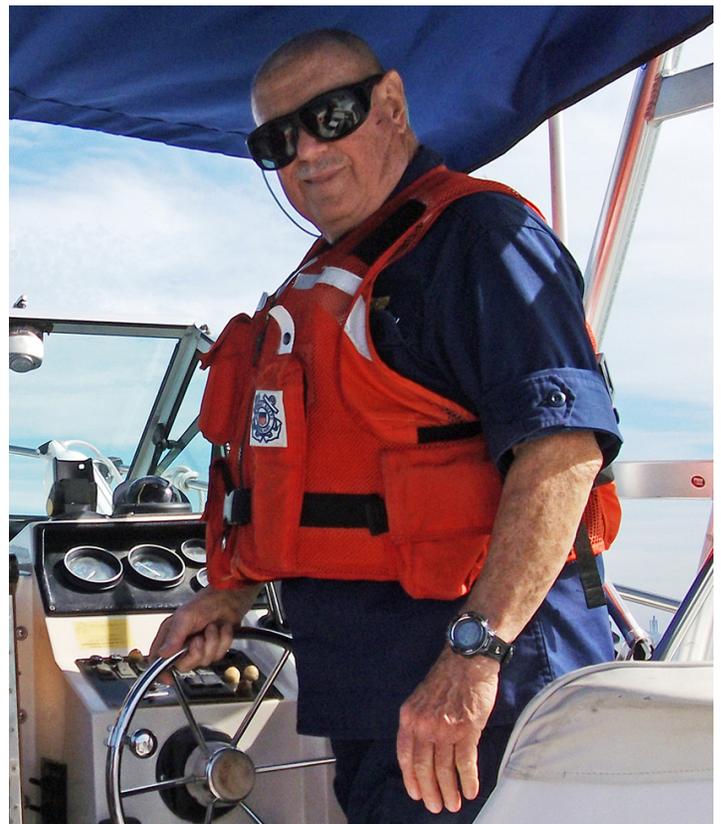
One might say Jack Benton hasn't retired at all.

Notes Jack: "Around the station, they still call me master chief... I kinda like it."



Commodore Edward Monaco praises Jack Benton (center) as flotilla commander of the year as Chief of Staff Robert Scofield looks on. Photo by Robert Stronach, editor.

RIGHT: Jack Benton at the helm. Photo by Mark Galan, Flotilla 61.



Spring D-Train

Recreational boating is **big**... and **scary**, prevention chief tells spring training conference

By Bob Stronach
editor

DUNKIRK, NY -- “Recreational boating. It’s big... and it’s probably the scariest thing we have to face,” Sector Buffalo’s chief of prevention told over 100 Coast Guard Auxiliary members March 19 at their district training conference (D-Train) in Dunkirk.



Cmdr. Robert Helton

For example, Coast Guard Commander Robert Helton said, kayakers are showing up in shipping channels, not knowing the rules of the road and expecting big slow-to-respond ships to stay out of their way.

“We need you,” he said, to be a major force in educating the boating public.

A former enlisted Coast Guardsman who went up the ranks to become an officer, Commander Helton said he came to appreciate the value

of Auxiliarists when he was stationed in Nashville, with a crew of 13 Coasties responsible for a huge area of responsibility. “We couldn’t have done it” without the help of three Auxiliary divisions.

...

A morning general session saw several people being honored.

Dr. Elizabeth “Betsy” Macintyre



Dr. Betsy Macintyre

received the Auxiliary Commandant’s Letter of Commendation for her Auxiliary Food Service program leadership, including leading a food service team that spent 1,016 hours providing holiday meals for Coast Guard Station Cleveland Harbor.

Divison 2’s Dale Currier and Robert Shanahan Sr. received the Auxiliary Commandant’s Letter of Commendation Ribbon Bar, recognizing extraordinary effort in support of the recreational boating safety (RBS) programs.

Two members received 40-year service awards – Arthur Moore of Roaming Shores, Ohio Flotilla 56, and Elise Wengenroth of Syracuse Flotilla 21.

A luncheon boasted additional member service awards and a series of “Quiet Worker Awards” for exceptional service.

Response chief hails Auxiliarists for training to save lives

“You want to make a difference,” declared Commander Mike Mullen, chief of response for the U.S. Coast Guard’s Ninth District.

That’s why Coast Guard Auxiliarists were getting training at the Spring D-Train, he told banquet attendees March 19.

“Simply stated, you are here...because you want to save lives and safeguard our shores. For over 75 years the Coast Guard Auxiliary has contributed to the safety and security of mariners on the water. In fact, each year over 32,000 members of the Coast Guard Auxiliary contribute well over four million hours of service and complete nearly 500,000 missions.”

He pointed to the safety,



Commander Mike Mullen addresses D-Train banquet. He is chief of response for the Coast Guard’s Ninth District.

Photos by R. Stronach, editor.

security and prosperity of the Great Lakes region as being inextricably linked.

“With over \$500 billion in trade annually... it is you, the Coast Guard Auxiliary, that helps shore up this vital safety and security piece. It is YOU that helps to educate the public on safety and it is YOU that provides a persistent presence on the Great Lakes.”

Since July 2015 (when he arrived at the Ninth District headquarters in Cleveland), Coast Guard crews saved 278 lives, assisted more than 2,912 others and saved more than \$3.6 million in property. “Many of you were involved, if not directly, then indirectly.”

He sometimes stays awake at night wondering what more could be done to save lives, to prevent the deaths that occur on the water – like the two young inexperienced kayakers who went out in stormy weather, with no life jackets.

Through adopting the practices of “leadership, professionalism and honor,” the Coast Guard and Coast Guard Auxiliary “can address safety on the water” and “find ways to lower the number of people that are lost on the Great Lakes.”

Banquet spotlights top Auxiliarists and flotillas

The D-Train banquet spotlighted several top Auxiliarists and flotillas.

The **Commodore’s Auxiliarist of the Year** is Joseph Lesniewski, training officer for Buffalo Flotilla 33 and immediate past Division 3 commander. “He was the driving force” in getting the flotilla to complete mandated training, Commodore Ed Monaco noted, and is an “active instructor and coxswain who helps run the public education program and on-the-water boat crew training.”

The **Commodore’s Flotilla of the Year** is Dunkirk, NY Flotilla 34. A young flotilla doing “exceptional work”, Monaco said, “they have grown to 23 members, logged thousands of hours in the past year, had members complete the AUXLAMS courses, had a member recognized with the Commandant’s Letter of Commendation, held a ‘Ready, Set, Wear It’ event, and have done public affairs events on the radio and at various public venues.”



COMO Monaco and DCOS Scofield present Chief of Staff’s Flotilla of the Year awards to Akron Flotilla 61 Commander Gina Packard and Hamburg Flotilla 32 Immediate Past Commander Don Golinski.

Flotilla Commander of the Year is Jack Benton of Lorain, Ohio Flotilla 64. (See Page 11.)

Chief of Staff (DCOS) Robert Scofield had similar awards:

• **DCOS’ Auxiliarist of the Year:** Mary Jean Evenick, Hamburg, NY Flotilla 32, who coordinates public education classes, stands Quarter Deck watch at Sector Buffalo, and logged 835 volunteer hours in 2015.

• **DCOS’ Flotillas of the Year:** Hamburg, NY Flotilla 32 and Akron, Ohio Flotilla 61. Flotilla 32 members participated in a fishing derby, boat show, county fair, and held a recruitment

breakfast at Sector Buffalo as well as regularly served Quarter Deck duty there. Flotilla 61 took part in a Kent State water safety day, held numerous public education classes and logged 782 hours of boat crew and coxswain hours.

• **DCOS’ Lifetime Achievement Award** to George Taylor, a member of Rochester Flotilla 42 since 1988. He was flotilla commander several times, and is a coxswain, marine dealer visitor and fingerprint technician. “For the last 20 years,” COMO Monaco noted, “he has been the leader in maintaining the flotilla base and working the grill at the annual Coast Guard Day picnic.”



Auxiliarist of Year Joe Lesniewski.



Members of Dunkirk Flotilla 34 assemble to receive the Commodore’s Flotilla of the Year Award.

Spring D-Train

Photos by
Robert Stronach
and
COMO Al Knish



George Taylor receives lifetime achievement award. He is flanked by COMO Ed Monaco and Chief of Staff Bob Scofield.



2016 Operations Workshop



COMO Robert Laurer

By Commodore
Robert Laurer
DSO-OP

“All OPS
people
should
view this
presentation.”

The 2016 Operations Workshop is a very important non-mandatory presentation for this year. As with all operational updates, it is very important that all of our operations people see this presentation to help properly prepare them for the soft-water season. The following are highlights of the workshop.

Mandatory Training: has an effect on operations; someone in REYR without completing the mandatory cannot exit REYR or receive orders. New members cannot exit AP status without completing the mandatory training. Flotilla Commanders, do everything you can to insure our people get their mandatory training completed.

PPE: Station OIA's and Flotilla Commander; will designate one Auxiliarist in each flotilla to assume the role of Rescue and Survival Systems Officer. That officer will be responsible to manage PPE issuance, training and maintenance.

NavRules: coxswains, please have the latest copy of NavRules with you as you get underway. It is a requirement that the latest version is carried on each facility.

Training and Safety: remember, we train to proficiency not just enough to qualify. Continuous training with awareness to procedures (SAB-OT) and TCT represent the pathway to mission success.

Mishap Reporting: if an accident or injury occurs, a report must be generated and submitted to the OIA, DIRAUX, and the Auxiliary Chain of Leadership within 48 hours.

Cell Phones and Texting: cell phones and texting device use aboard operational facilities is prohibited without the permission of the coxswain.

Provide SAR Response: do only what you and your crew are capable of, SAFETY of the CREW ALWAYS COMES FIRST!

GAR Score: insure the GAR score reflects the actual condition and capability of the facility and crew and re-evaluate as conditions change. The goal is to minimize risk; a proper GAR score will do that.

Radio Communications: remember it is not what you say, it is how you say it. Coxswains please make sure all of your crew all well versed in proper radio communication. Please insure that a tested cell phone be back-up to the marine radio. There have been instances where the back-up cell phone did not work creating problems for the OIA and facility crew.

Happen Upon Policy: the National SAR Manual, M16130.2F paragraph 4.1.6.4 contains the most recent language pertaining to pick-up and tow. Briefly, if you discover a vessel during a routine patrol that requests assistance and that vessel has not been in contact with the Coast Guard YOU MAY RENDER ASSISTANCE IF CAPABLE.

I ask everyone to make safety your number one concern, continue to train hard and sharpen your operational skills. The higher degree of operational capability and readiness we possess, the better the chances of our boating public when they need our help. Success is defined as that point where preparation meets opportunity.

Keep your facilities crisp and your skills sharp; everyone will benefit as a result. SEMPER PARATUS.

The Operations Workshop presentation can be found at:
NineEastern.org (under OPS Training).

U.S. Department of
Homeland Security
**United States
Coast Guard
Auxiliary**



National Response Directorate 2016 Surface Operations Workshop

Awards, recognition and cavemen

“What you do each and every day is extraordinary and worthy of recognition.”

By Paul Barlow
Assistant Director

My theme for this article -- Awards, Recognition & Cavemen -- evolved out of an invitation from Ninth Eastern Region to help lead a discussion on Awards Writing. I thought it would be worth expanding this discussion for all Auxiliary membership.

In the past, I had talked about General Patton whose watch words were to inform, entertain and inspire. He used the awards process as good as any and passed out medals every chance he got. He wanted to recognize the accomplishments of his troops but more importantly, he wanted to proclaim to the world the success of his mission...that they were winning the battles...that they were winning the war! This was a crucial message he wanted to exploit.

In the Auxiliary's case, the awards process for performance and service is exceptional. These metrics are important to recognize your membership and to promote the measurements

that have been so effective in our budgetary battles.

However, I want to target another area where leaders can make a significant impact on membership.

Our office stands ready to assist and has provided templates to help, but you can make a difference, ranging from the highest level by supporting the Award for Rescue at Sea (AFRAS) and the Charles Greanoff Inspirational Leadership Award to those awards approved by DIRAUX such as the Auxiliary Commendation and Achievement medals to just mentioning their name down at the deck plate.

All of these methods used for awards and recognition help tell your story to inspire your membership as well as to promote the success of the Auxiliary. These awards, however, require your involvement right now! Waiting to engage the awards committee a month before the fall conferences has not been very effective...especially when trying to recall important details to help document the event and justify the award.

So, I'd like you to condition yourself to respond right away whenever an opportunity arises to employ the awards process. And, I believe the best way to remind yourself of your duty as a leader is to have some sort of



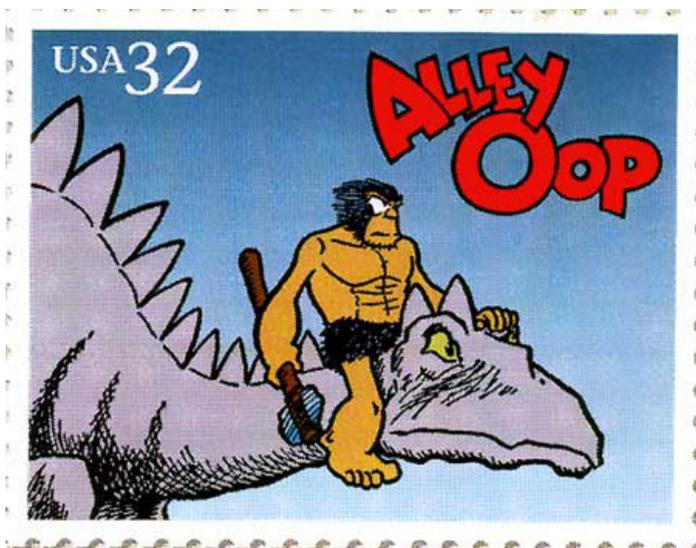
Assistant DIRAUX Paul Barlow
Photo by Robert Stronach, editor

triggering mechanism. Since you already have a theme -- Awards, Recognition and Cavemen -- you really need a theme song. Don't worry, I've picked one out for you -- Alley Oop, a song by the Hollywood Argyles that went to the top of the charts in 1960. It was so successful, the Beach Boys eventually sang it. The song tells a story of a time-traveling caveman (Alley Oop) who would travel throughout the world and time to solve problems. Alley Oop, if you remember, was a comic book character that was first published in 1932.

It occurred to me that here we had a song written about a comic strip character that is famous for being famous. So why are we so reticent to tell our story of the Coast Guard and the Coast Guard Auxiliary? Consider a SAR case that received national attention in June 2014:

The Coast Guard command center received a call at 9 p.m. from the Marine Rescue Coordination Center in Falmouth,

Continued on next page.



You naturally get your boat ready

BUT ARE YOU READY?

By Commodore
Lew Wargo, Sr.



COMO Lew Wargo, Sr.
CQEC - 9ER

I am writing this article in late April as we look forward to the 2016 Operational

Season. After you are sure that the boat is ready and fully equipped, stop and think about yourself!

Has anything changed? Is your health still the same or do

you have to limit what you do because of changes in your physical condition?

Are you on any medi-

cations that may have an adverse effect on you. If you do have any limitation, be sure to let the rest of the crew know about it. Perhaps you should think of having an extra crew aboard.

Now let's look at your qualifications. Are you due for a check ride this year? If so, you should review everything required for this check ride and be sure that you are up to speed.

A little practice would do us all well as we have been off the water for half a year and we are probably all a little rusty. Flotillas should arrange for an "on-the-water" training day to go over all of these skills.

Let me suggest that when doing this, have one person be an observer to watch that all are doing things properly.

May I suggest getting out the SABOT Job Aid and use this as the "Procedural Guide". That is the main purpose of the Job Aid.

For those in need of a check ride, schedule this early in the season; don't wait until the last minute when weather and schedules may interfere.

If you follow all the items in the Job Aid and do so with the same crew, you should qualify for the "Award of Excellence".

Awards and cavemen.... continued from previous page.

England about a 24-foot rowboat that was taking on water. A sailboat, functioning as a safeboat for the Great Pacific Race, was first on scene, but could not complete the transfer of the rowers due to high winds and rough seas. The Coast Guard launched a helicopter from Air Station San Francisco and a C-130 plane from Air Station Sacramento, locating the rowers at 1 a.m. pacific time and approximately 75 miles west of San Luis Obispo, Calif.

Once on scene, the Coast Guard helicopter crew low-

ered a rescue swimmer to the rowboat, who hoisted three rowers into the helicopter. The rescue swimmer remained on scene with the fourth rower. The helicopter crew took the three rowers, refueled and returned to the rowboat, where the fourth rower and rescue swimmer were hoisted into the aircraft. At approximately 4 a.m., the fourth rower was taken to Monterey Regional Airport.

This case resulted in an awards ceremony and subsequent interview with a response from the rescue

swimmer indicating they were "just doing their job. It was no big deal." I think we can do better. I disagree with the typical Coasties' response...it was a big deal and we should be boasting about it to the world!

What you do each and every day is extraordinary and worthy of recognition. Tell your story!

You know, the name Alley Oop is derived from the French phrase "allez hop". "Allez hop" was a cry from a circus acrobat about to take a leap on the trapeze.

• If you have a chance to submit an article for publication, I say to you "allez hop."

• If you attend an event and are able to submit an award recommendation for a member, I say to you "allez hop."

• If you have an opportunity to gather a group together and highlight their successes and just mention the names of those contributing, I say to you "allez hop."

Don't forget that there's a caveman in each and every one of us that craves Awards and Recognition...just like Alley Oop.



OTO Chris Henderson

Chief Warrant Officer Chris Henderson is the Auxiliary Operations Training Officer for Sector Buffalo.

He oversees the regional Auxiliary operations and training programs for over 850 volunteers across New York, Pennsylvania, and Ohio that support the Coast Guard in maintaining safety and security of the nation's citizens, ports, and waterways.

Enlisting in October, 1996, he has spent a career specializing in cutter operations, training, and organizational performance improvement. He served aboard several cutters (including conducting operations from the Bering Sea to the Arabian Gulf) as well as at several command centers.

He transitioned from the enlisted ranks and was promoted to chief warrant officer in June 2015. He holds a BS in leadership and management from Regent University and a master of instructional systems from Florida State University.

3 critical areas

SAFETY, STANDARDIZATION, PARTNERSHIPS

Since July of last year when I reported aboard as the new Auxiliary Operations Training Officer (OTO), I've experienced a tremendous journey into a strong and generous community of volunteers that support the Coast Guard, its missions and people, and the nation at-large. As many of you know, I spent a great deal of time last season attending as many Division and Flotilla gatherings as possible, getting to know many of you, and gaining an unparalleled education about the Coast Guard Auxiliary and its volunteers in Nine Eastern Region (9ER).

Many of you have heard my story that I was introduced to the Coast Guard through an Auxiliarist in D5 Southern Region. Now, 20 years later, here I am – using the skills and knowledge I've acquired to support and prepare those who brought me here in the first place. I am honored, and humbled, to serve alongside you.

I see three areas as critical to our success as an organization – Safety, Standardization, and Partnerships. As we work together, you'll continue to hear me highlight different aspects of each tenet. So what do each of these look like from an OTO perspective?

SAFETY: The maritime environment in which we volunteer and work comes with significant, inherent risks to

our facilities, private vessels, and personal injury. While we cannot make our environment risk-free, we can mitigate or control them to achieve an acceptable level of risk.

We do this through the use of risk assessment models (e.g. – GAR, PEACE, STAAR, SPE) to identify, prioritize, and address issues to increase our safety in the field. We use Personal Protective Equipment (PPE) and established procedures, and train on how to use them. We provide training that draws from the experiences and qualifications from the “silver side”, as well as the “gold side” and interagency partners. We consider our health and fitness, supervision, weather, time of day, boating traffic, among other factors. We involve members at every level of the organization to create as safe an environment as possible.

As a volunteer organization, we should not be putting ourselves in situations that involve any more risk than the average marine boater.

STANDARDIZATION: We should be striving to provide the same level of service, following the same procedures across the 9ER - from Lorain, Ohio to Massena, New York. Standardization improves our interactions with the boating public and between divisions, as we use familiar processes and

procedures that display the high level of professionalism expected of our esteemed organization. From a surface operations view, this means that our boat crews are outfitted with the same equipment; PPE is managed and maintained using the same process; towing and SAR cases are carried out using the same procedures (taking into account the uniqueness of each facility).

PARTNERSHIPS: Vast opportunities exist for strengthening our relationship and partnerships within our own District and Divisions; between the active duty Coast Guard and Auxiliary forces; and even between Auxiliary and interagency partners.

In my short time as the OTO, I've seen first-hand the significant value gained when we are able to bring different communities to the table to develop coordinated, operational plans – with the end result being a much improved product or mission that increases maritime safety and security. We should continue to look for occasions to build on our existing relationships and seek out new partnerships when the opportunities present themselves.

I look forward to an exciting operational season serving our great nation with you ... and to our next meeting.

SAR & RBS are our married hallmark in the tradition of heroic lifesavers

During spring District Training events, I spoke about the importance of the Coast Guard's SAR and Auxiliary's RBS missions, which of course are married together.

If the Coast Guard and the Auxiliary were to cease to exist tomorrow, these missions would be the last to go; they are our hallmark and will continue to be our keystone. Why? There is no more noble cause than saving a life or preventing loss of life, which is what the Auxiliary does every day.

As we head into the boating season, I think it important to look back at our humble but heroic past. And what better place to look than at the history of the Gold Lifesaving Medal? As a matter of fact, it was through a conversation with FC Harry Archer (091-16-12) that I got the idea for this article.

Heroic deeds and daring rescues at sea have always been a part of the Coast Guard tradition. But it was not until Congress passed the Life-Saving Act of June 20, 1874 that First and Second Class Medals were established. The first medal was reserved for rescues of extreme and heroic daring, the second for those slightly less outstanding. Congress changed these designations in 1882, renaming the First Class medal the Gold Lifesaving Medal, and the Second Class Medal the Silver Lifesaving Medal.

These medals are awarded to people who endanger their own lives while saving or attempting to save another from drowning, a shipwreck or other perils of the water.

The first gold medals were awarded to three brothers who rescued two people from a shipwreck on Lake Erie in 1875. In November of the same year, two men received silver medals after they rescued two people from a shipwreck off the Maine coast.

Shortly thereafter, a Gold Lifesaving Medal was awarded to Captain Joseph Napier, keeper of Life-Boat Station No. 6, District No. 10, for the daring gallantry he displayed in rescuing the crew of the schooner D. G. Williams, near the harbor of Saint Joseph, MI on the 10 October 1877. The schooner lay stranded during a heavy gale on the outer bar, with the sea breaking over her, and her unfortunate crew of six men up in the rigging for safety.

Captain Napier got together three volunteers, commandeered a boat, and pushed out for the wreck. At the first attempt the boat was capsized in the breakers. On the second try he reached the wreck and returned with two of the sailors. The third trip the boat was completely filled with water, but was bailed and again reached the vessel, bearing off two men. At the fourth attempt Captain Na-

pier and his three assistants were thrown out of the boat by a furious surge and one of his legs was badly hurt. One of the men swam ashore. Another got a line flung to him from the wreck and was taken aboard. Captain Napier and the other man, clinging to the boat, succeeded in righting and bringing it alongside the schooner. They then took off the two remaining men of her crew, together with the man taken on board, and regained the shore in safety.

One of the most celebrated lifesavers in our history was Joshua James. James is credited with saving more than 600 lives and earned two gold medals, three silver and other awards during his long and distinguished career.

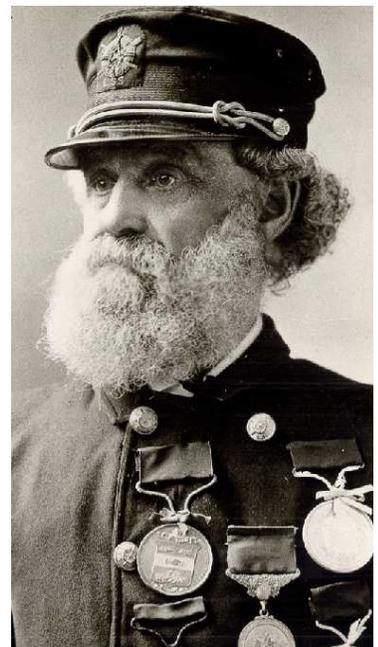
At the age of 15, James joined the Massachusetts Humane Society and later the U.S. Life-Saving Service. His most famous rescue was in November of 1888. James and his crew saved 29 people from five different vessels during one of the worst storms to hit Hull, Mass.

Since 1874, more than 600 Gold Lifesaving Medals and more than 1,900 Silver Lifesaving Medals have been awarded. On the shoulders of giants indeed! Be proud of what you do. Be professional in how you do it. And thank you for what you do in "honoring the mariner".



Commander Jorge Martinez
Coast Guard Director
of the Auxiliary
(Ninth District)

US Coast Guard photo



Joshua James
saved over 600 lives

“85% not wearing lifejackets in 2015’s boating accidents.”

Safeguarding the boating public

My report will cover two areas.

Recently I was given two things to read. One from DCO Monaco that the Board got and one from the Secretary of the Department of Homeland Security, which we all got. The latter deals with the New Mission Statement for the Department of Homeland Security. “With Honor and Integrity, we will Safeguard the American people, our Homeland and our Values.” The word Safeguard jumped right out at me; that is what we do. We do all we can to safeguard the boating public.

The other report came from our DIRAUX and the report is not good news. It is the Executive Summary on Recreation Boating Statistics “2015”. There was a 1.9% increase in the previous year’s fatality rate, a 2.3% increase in accidents, a 2.6% increase in the number of deaths, and a 2.4% increase in injuries.

How did this happen? According to the report, 85% were not wearing a life jacket, 71% of deaths occurred in boats where the operator did not receive boating safety instruction, 80% of the boats involved were less than 21 feet. The highest percentage of deaths were recorded in open motorboats, kayaks, and canoes.

If we could “safeguard” those members of the boating public that do not wear life-

jackets, do not get boater education and especially those is small vessels, we would make a huge positive impact in reducing the number of deaths and injuries.

Every day we put the uniform on we need to think how can we accomplish this. There are many ways and many of our member know what it takes to get the message of lifejacket-wearing and boater education out to the boating public. Sometimes the simplest approach is to go to the boat launches and share the story with members of the boating public. Go to the canoe and kayak stores and ask to have a display on boating safety. Talk to people one on one.

According to Boating Magazine (boatingmag.com/boatingsafety/teaching-kids-basics-safe-boating), the number one item listed in how to get the safe boating message out is to tell the adult boater: “Set The Example. Kids learn best by following the leader, so be a good leader. You’ll never convince them to wear a life jacket if they feel it’s a case of “do as I say, not as I do”. So, wear your own. When the kids see you put it on out of habit, they’ll do it too — just like you do with your seat belt in the car. Click your life jacket buckle and ask them to make it click too.” This, I think, should be a very high priority.

The second part of my ar-

ticle is to talk about the great work done by members of team logistics. We are cooking and serving hundreds, if not thousands, of meals to active duty and making that little positive difference in their lives. We continue to keep our AP members active and involved and feeling a part of our auxiliary family as dedicated people work behind the scene to ensure that paperwork and processing is kept on top of. ID cards are processed, we just had a near record number of pictures taken at the last DTRAIN. Shop our store for the items you need for your uniform, we have geared up our inventory to offer you what you need. Our IS and MT DSOs work hand in hand in getting members to complete their AUXMT (please complete this asap, it is so very important). Classes are being scheduled and people are in many cases working one on one with members to get this done. Our IS folks are feverishly entering these reports into the system to update the reports, so we can show our progress, and as you read this fine publication you know that our DSO-PB is hard at work. A special thank you to all of Team Logistics. Bravo-Zulu!



Michael Bialaszewski
District Captain for Logistics

This summer is all about being ready

The water is soft, weather is warmer and many of us are glad to get out on the water again. However, remember to make sure your boat/facility is in excellent shape and please review the excellent article in the last issue of EASTWIND. It was written by COMO Laurer, and hits all the points in a concise way.

If your flares are, or are about to be, outdated, you might consider the new Sirius electronic flare available at marine stores and on-line. The price is about \$100, takes standard batteries and never outdates! The unit, along with the included daylight signal, satisfies the visual distress signals requirement for all boats as well as our facilities.

You should also make sure you are in good physical and

mental health as this is shaping up to be very busy summer. As you know, the RNC will be in Cleveland July 18-21. As of this writing, I do not have specifics on our involvement, but know that we will be needed, and we must be ready. Remember: Semper Paratus.

Speaking of being ready for whatever is on the horizon, please be aware that if you are not complete with your Mandated Training courses, you will not be able to participate with the Coast Guard and will not be able to obtain orders.

By now you know how to log on to them, BUT I will give them to you again. It is easy to accomplish and you can do a self-attestation if you have trouble with recording the test information. Go to: the cgaux.org website; then T Director-

ate; then Mandated Training; then AUXMT Resources and finally Videos. Remember to print out your certificates.

One of our most “overlooked” resources is our AUXAIR. Air crews are providing a vital service to the Coast Guard all year and have saved the CG approximately \$1.8 million since Oct. 31, 2015 versus flying helicopters from Detroit or elsewhere. Talk about a “value-added” service!

It is also a good time to “check out” the Nav Aids while on the water. If not notice something questionable, notify your FSO-NS. Please also keep an eye out for potential pollution problems, especially chemicals as well as invasive species and report them to your FSO-MS



*S. Baird Pfahl
District Captain for Response*

I ask you all to get out and spread the word to others about safe boating and the incalculable services we provide as Auxiliarists and ask them to join us. We really are a Force Multiplier.

Remember: HONOR, RESPECT, DEVOTION TO DUTY.



*Glen Harman
District Captain for Prevention*

The VSC, PE class, PA event may just save a life

Once again the boating season is upon us. Hopefully during the hard water time new and experienced boaters took an ABS course at a PE class. The new boaters to get the basics skills needed to operate a boat safely and experienced boaters to advance their boating skills.

PA appearances at boat shows, movie theaters during USCG screenings and at sporting goods stores created interested in Auxiliary. People may have

become interested in a VSC and requested one when the boat was ready or became more interested in the Auxiliary and in joining. Coastie is another great tool to help create interest in safe boating in our younger audience.

PA, PE and PV continue to do their jobs in creating interest in safe boating and the Auxiliary. Now it is the VEs turn to help and educate the boater to have the right equipment on board and to stay safe on the water with a VSC. For a VE, let the peo-

ple know where you will be, have plenty of literature, enough forms and decals and the proper dress.

Continue to work on and complete the mandated training requirements. They impact all aspects of Auxiliary activity in Prevention.

Remember: The VSC, the PE course, the PA event or literature picked up at the marina from the PV rack. **May Just Save a Life.**



Robert Scofield, DCOS

From training to gap analysis

Summer is in full swing and so is the Auxiliary.

At the DTrain in March, I told the participants we were trying to bring AUXLAMs A & B to the September DTrain, but this time with orders for the students. I am happy to say that this is now a reality. In September we will offer both AUXLAMs A & B with part A starting on Wednesday, September 14, 2016. We have been allotted 24 student slots for this C school. To be eligible for orders, you must sign up for both A and B which means attending classes Wednesday to Sunday.

As I stated in the previous Eastwind, "The future of our Auxiliary is contingent on our preparing our successors to do our jobs." Anyone reading this who wants to share his/her talents in a leadership role or who knows a member that would be good in a leadership role needs to prepare a STTR to attend the AUXLAMs course.

Leadership training and preparation is part of the NACO's Strategic Plan and needs to be cultivated constantly. If we do not do this, we will find ourselves in the position of having voids in leadership positions over and over. There is a new video out which continues the Admiral

Papp series. The first one is by Admiral Ray and is on "Command Climate." I would recommend the use of it at your next meeting as a discussion generator. These videos can be found on the National Auxiliary website - go to the training directorate and on the left side click on "Deckplate Leadership".

“ We will offer both AUXLAMs A & B at D-Train. ”

Another topic that is vital to our existence is the gap analysis. The Gold Side views this exercise with enthusiasm. They are very interested in the results. Make no mistake, the gap analysis goes hand in hand with the Auxiliary's relationship to the Gold Side and its relevance as an organization.

Areas of need that show up in the gap analysis should be immediate targets for filling by existing Auxiliarists, training of Auxiliarists to fill those positions or by selective recruitment. Two areas that are showing up already are:

financial planners, especially in the area of retirement planning and ESOs (Educational Service Officers) to help the Gold Side with higher education initiatives.

We need to say Bravo Zulu to the NACO and his staff for achieving the previously unachievable. Commodore Mark Simoni has worked tirelessly since taking office on reducing the number of Auxiliarists caught in AP status due to unapproved security checks. From March 24, 2016 to April 30, 2016, 1,100 packages were approved due to Commodore Simoni's work with the Gold Side and achieving an agreement to put Auxiliarist volunteers from the DC area in the Security center to review Auxiliarist packages. Another 500 packages were targeted for review and approval by June 15, 2016.

Lastly, it has come to my attention that there is an Auxiliarist who will volunteer to help a Flotilla or Division write a grant if they need help. If you have the information about a grant, but do not have the expertise to write it, let me know and I will put you in contact with this person.

As always, thank you for all you do for the Coast Guard and the Coast Guard Auxiliary.

Robert Scofield

Flotillas can get \$\$ by referring boaters to online course

*Revenue sharing
promo code is
your AUX-DATA
flotilla number,
without dashes,
3 digits for
district,
2 for division,
2 for flotilla
(e.g., 0920206)*

Currents, the Coast Guard Auxiliary's online newsletter, announced a win-win opportunity to promote boating safety and open up a new source of revenue for flotillas.

The Auxiliary, in partnership with the Boat US Foundation, recently launched an on-line, self-study boater's course called Modern Marine Navigation.

Auxiliary instruction to the boating public has been declining for several years. At the same time the use of on-line self-study instruction has been steadily increasing. Leveraging this trend, the Auxiliary has authored and developed a stimulating new interactive online course called Modern Marine Navigation, with Web implementation and hosting by the Boat US Foundation.

This is the only navigation

course offered anywhere that has been completely vetted by the US Coast Guard Navigation Center. It will be the gold standard of navigation courses. This course opens a new market to Auxiliary boating education and it offers a direct financial benefit to flotillas.

Each person who enrolls in the course, using your Coast Guard Auxiliary Flotilla number* as a "promo code" on the Modern Marine Navigation course website (www.cgaux.org/mmn), will receive a discount of over 10% off the purchase price. For each of those enrollments, the Flotilla will receive a revenue share of \$5.

This \$5 per enrollment can be earned just by using personal contacts with boaters to inform them of the course, all without the time, space and outlay of flotilla funds required to put on a class.

Your promotion of this project is critical to the success of Modern Marine Navigation. You are the face of the Auxiliary and you are the people that are in daily contact with the boating public.

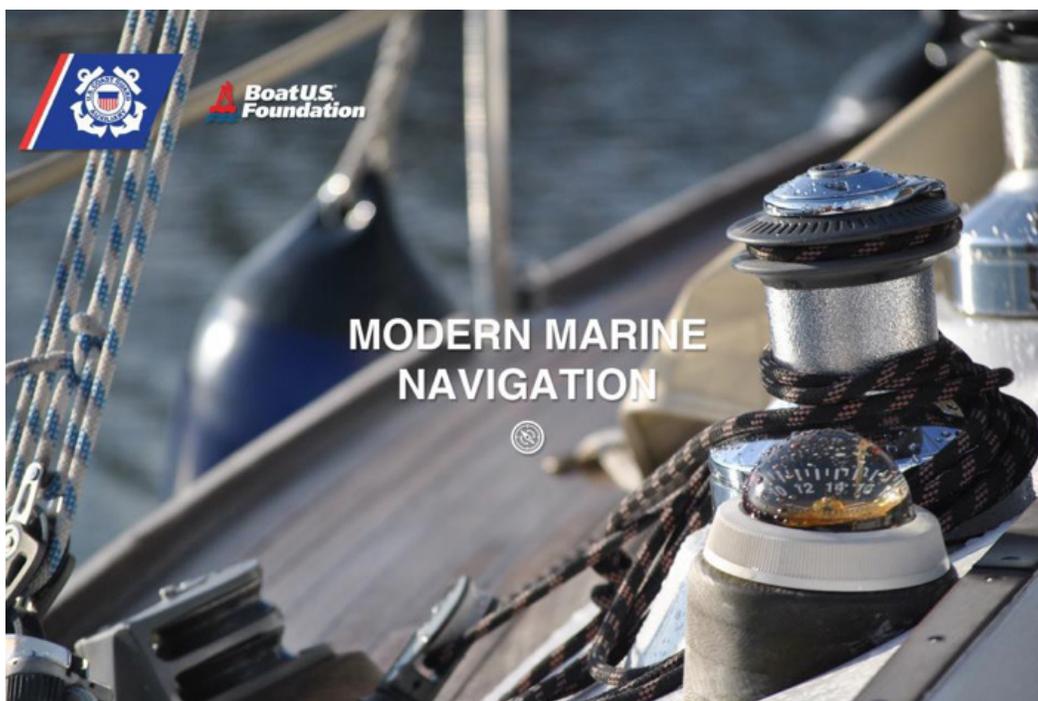
The Modern Marine Navigation online interactive self-study course will cost \$39.99 and is available on the Boat US Foundation website. However, with a promo code (your flotilla number*), the cost will be \$34.99, and your flotilla will receive \$5.

The National Marketing staff is working with the E-Directorate to provide download-able materials and support for this project. More details about all of those things will be forthcoming.

Recreational Boating Safety is the primary core mission of the US Coast Guard Auxiliary. Whether getting on the water with a boat or a personal watercraft, the Modern Marine Navigation Online Course can help boaters be safer and more knowledgeable. By promoting Modern Marine Navigation at every opportunity, you help boaters who need education, you help your Flotilla, and you help make boating safer for everyone.

***Flotilla number as in AUXDATA, no dashes – three digits for District, 2 for Division, 2 for Flotilla – 0920206 (for example).**

by David Elliott / Currents



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

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Mandated training hits home

One of the hallmarks of the Auxiliary membership is how we react to adverse conditions and situations. Mandated training is one of these situations established by Homeland Security that challenges all of us. The three-year-old mandated training requirements are really hitting home as members are denied: orders, certifications, awards, RE-year upgrades, ID card renewals, and obtaining many membership benefits.

There are a variety of options to complete the process, including:

- Online using AUXLMS (automatic AUXDATA entry)

- Offline using Voice-over PPT videos (Self Certification for AUXDATA entry)

- Offline using PDF with annotated PPTs (Self Certification for AUXDATA entry)

- Classroom Training (7039 form used for AUXDATA entry)

- Self-Certification using the Self-Attestation Form: At the bottom of the form initial all the courses you have completed but not previously registered. Give or mail the form to your IS officer for AUXDATA. Scan the completed document and Save the resulting file. Then send the file, via email attachment, to your IS officer for AUXDATA entry.

While arduous, over 50% of the 9ER membership have competed the process. The FSO-MTs are providing some creative forums to pick up the ICS 100 and 700 courses such as providing course review before and after meetings, and sessions at computer labs located at schools, libraries and business.

Thanks to the membership for their understanding in this compliance activity which will benefit all of us in the long run as we serve in support of the USCG.

By Clark Godshall , DSO-MT 9ER