

Eastwind Exclusive
Improve Your Uniform Savvy
USMC MSgt Skelton
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From the DIRAUX
Inspirational Courage
Mrs. Florence Finch
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THE EASTWIND

OFFICIAL PUBLICATION OF THE NINTH DISTRICT EASTERN REGION SINCE 1972
UNITED STATES COAST GUARD AUXILIARY

A Higher Calling

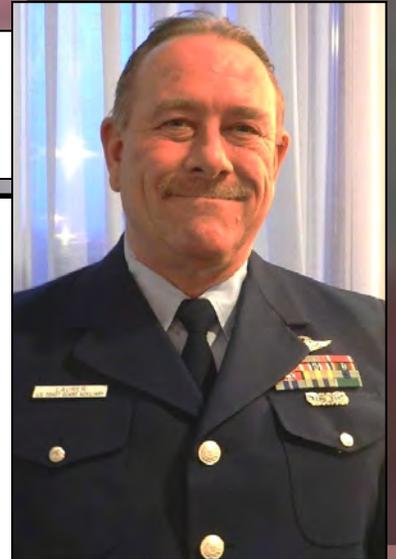
Chaplain (CDR) Jeffrey S. Plummer

Special Uniform Issue

Your District Store
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District Commodore

Robert Laurer



My main Auxiliary focus for 9ER this year is developing leaders we will need to carry our organization forward through 2015 and beyond. Leadership development is a very important piece that is frequently ignored until the new leader is elected to office. It is my desire that all those seeking higher office and those already in positions of leadership attend a Flotilla Commanders Academy then AUXLAMs A and B, C Schools. My vision of future state, for the leadership of 9ER would be one where our leaders from the Flotilla up to the District level are all well versed in the 28 leadership competencies and practice them during their daily Auxiliary duties. The 28 competencies are derived from the following four broad categories:

- Leading Self
- Leading Others
- Leading Performance and Change
- Leading the Coast Guard Auxiliary

The mainstays above are critical to functioning as leaders. Without a clear understanding of the complexity of the office held, and the tools needed to be effective, success in any position of leadership will be very hard to attain and negatively impact the performance of the unit.

I recommend that everyone read the whole document available at:

<http://www.uscg.mil/leadership/resources/competencies.asp>

Giving our current and future leaders the tools they need to properly discharge the duties of their office is an obligation that all of us as senior members share. As outgoing officers we need to be satisfied, and our members need to be confident that the next wave of officers will have the knowledge and capability they need to move the District, Divisions and Flotillas toward a bright and productive future.

Save the date: September 19 through 21, Dunkirk, New York, Clarion Hotel and Conference Center. Our fall conference focus will be on Leadership. The 9ER Leadership Training Team will be teaching a Flotilla Commanders Academy on Saturday, September 20th. This training will give the students the knowledge and tools they will need to make them successful in their current or future role as leaders.

I am asking every flotilla in 9ER to fund and register a member to attend this FC Academy. If we can get a member of each flotilla in the district to attend this event, imagine the variety of experience being shared and the incredible network capabilities they will be able to share after this event.

We will be sending out a great deal of information on this event keeping everyone informed on the events activities. We will use email, post cards and printed flyers, mailed to each member 6 weeks prior to the event start. Please make sure your email addresses are correct in AUXDirectory, and your home address is also correct. In that way we can ensure delivery of the email and US Mail documents.

I look forward to seeing you all in Dunkirk!

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The Eastwind

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The Eastwind welcomes opinion and content contribution from all interested parties, reserving the right to determine if, when, and where such a contribution might be used.

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Cover photo: LAKE ONTARIO - "Partly cloudy" skies from a summer patrol provided this inspirational scene, as auxiliarists from Flotilla 48 return to home port. The facility, owned by coxswain Pete (and Carol) Urgola, Flotilla 10-05, Southport, NC, is operated during the summer, in the AOR of Flotilla 48, Hamlin Beach, NY, their former home flotilla.

Photo by Mark Thomas, Flotilla 48, Hamlin Beach, NY



*Ever question why you joined the Auxiliary?
Chaplain Plummer explains*

A Higher Calling

Four years ago I met my first Auxiliarist. I hadn't served in the Coast Guard before, and having come from the Navy and Marine Corps, where we don't have 'Auxiliarists', the Auxiliary and Auxiliarists were new to me. I met him on the deck of a forty-seven at one of the Ninth District Eastern Region stations in early spring 2010. He introduced me to the U.S. Coast Guard Auxiliary, and told me about himself. I asked a few questions, and then turned with the OIC to go back into the station. As we were about to enter the building, the OIC turned and remarked "he (the Auxiliarist) is the hardest working, most dependable crew member here at the station!" That was my introduction to the U.S. Coast Guard Auxiliary, and one of its Auxiliarists.

In every speech I ever heard our senior Coast Guardsmen give, throughout my four years as a chaplain serving in the Coast Guard, they always began or included in their speech that the Coast Guard family is composed of active duty, reserve, Auxiliarists, civilian employees, and spouses. We are one family, composed of many! In my view, we are all called (God stirring our hearts) to serve in our various capacities! Such is a divine, holy calling. And when the call to serve involves wearing the cloth of our great nation, to put oneself in harm's way, then that is a very special call!

For the Auxiliarist, that divine call means a call to serve with no monetary rewards. Unlike me, and those of us who serve within this family, you and spouses don't get paid! Your call to serve goes beyond money or livelihood. Your call to serve cuts to the very heart of service, which is service merely for the sake of service and helping others. It's not about the rank! It's not about the uniform! It's not even about the fellowship. All of these aspects of service we share and enjoy, but it's not about any of that. It's about something inside of you, that I believe is God, calling you to serve and to give of yourself in hard-work and leadership. You feel a sense to give of your time and your own money to help others. You give of your life experience in leading and motivating others. You mentor our young sailors,

Chaplain Plummer enlisted in the Navy and served onboard the USS NIMITZ, and Great Lakes Training Center. Later, he entered Virginia Commonwealth University and graduated in 1993 with a bachelor's degree, majoring in religious studies. He received a master of divinity degree at Gettysburg Lutheran Seminary in 1997, was ordained and called to serve a small congregational in rural Virginia. During his years at college and seminary he served in the U.S. Navy Reserve as a Storekeeper. He then assessed into the U.S. Navy Chaplain Corps and since served in Iceland, US Navy Seabees, which included two deployments in Okinawa; US Marines - which included a deployment in Iraq, Operational Ministry Center/Surface Force Ministry Center - San Diego, then serving aboard three destroyers and a cruiser, and he volunteered to serve as an individual augment (IA) for over 12 months with the Army in Iraq. Chaplain Plummer recently served as the Ninth Coast Guard District Chaplain, and his next assignment is with the US Marines, serving as Deputy Command Chaplain. His goal is to follow Jesus' model of servant-leadership and always take care of people, treating everyone with respect and kindness.

and provide wisdom and guidance to our more senior Coast Guard leaders, such as to the OIC's, XPO's, and EPO's, and to our leaders serving at the Sector & District levels.

Since meeting that first Auxiliarist, I've wanted to serve you as I do all other members of our Coast Guard family. I wanted to get to know you and fellowship with you because there is something very special about you. You are here purely for the right reasons! Now that my time here as your Sector Buffalo & D9 ER Auxiliary Chaplain has concluded, and Chaplain (CDR) 'Rob' McClellan has properly relieved me, it is time for me to return to the Marine Corps. But I depart a better person, a better chaplain, and better Coast Guardsman having known you.

Your wisdom shared has made me wiser. Your deep sense of call and commitment to selfless service has made me look at and further embrace my own sense of calling and commitment, and it is all that deeper and richer because of you. I have grown more spiritually and professionally these past four years than in all the other preceding years combined. You have helped me grow. For the joy of fellowship and the spiritual and professional growth you've helped cultivate in me, I am thankful to God and to you.

If ever you might find yourself questioning your service, or motivation in regard to your service in the Auxiliary or you begin to feel that you might not be getting adequate recognition for your service, remember why you are here and why you wear the uniform of a U.S. Coast Guard Auxiliarist. Whether you believe in God or not, think of it this way- something bigger than yourself has called you to serve, save lives, and support those who do save lives, and mentor and help others, and make this world a better place; and all this not for money, reward or recognition but rather because that's what you are called to do. And may God bless you in this grand and wonderful calling. What I have seen and experienced these past four years through you has certainly blessed me. Keep blessing others; and may God continue to bless you and your service to our great nation. Amen.



Chaplain Plummer officiates at an Auxiliary wedding ceremony held at USCG Station Cleveland Harbor. Photo by Mark Galan, Flotilla 61, Akron, OH



- CDR Jeffrey Plummer, Chaplain, Ninth Coast Guard District

Spring D-Train in Akron Touts New Training Model

AKRON, OH - March 6-9, brought the 2014 edition of the spring District Training Conference, D-Train.

On a chilly, breezy weekend, Thursday through Sunday, members came from as far as northern New York, gathering for a weekend of training and fellowship, with a meeting or two thrown in, just to get the district business done.

Thursday was a travel day and the day for Executive Committee, Division Commanders and informal board meetings.

Also on Thursday, the District Store showcased a limited inventory of new Auxiliary casual wear apparel. Getting there early assured best selection of styles.

The event planners tried some new meeting and training scheduling: optimizing training class and meeting schedules. Members that lived locally and drove to the venue each day appreciated a little later start, to accommodate their drive time.

Despite an exhaustive planning effort, challenges still unexpectedly popped up, as it was discovered for the event's Friday lunch, the hotel kitchen was not scheduled to be open on Friday afternoon. Not a problem. Commodore Robert Laurer took control of the situation and ordered-in pizza delivery - a 'Plan B' that brought kudos from the group participants. This alternate culinary meal point was noted for future meetings.

Deputy National Commodore, Mission Support, Rick Washburn participated in the entire weekend event. His perspective from the national level brought some clarity and spirited advice to some of our own district parochial issues.

As was done at the 2013 fall conference, held in Oswego (NY), an AUX-FS training class was hosted at nearby Coast Guard Station Cleveland Harbor.

Friday and Saturday training sessions commenced on-schedule, with no further mishaps. Friday night fellowship was well attended, with a consensus that good chicken wings don't have to come from just Buffalo.

On Saturday, in addition to having the traditional training events, Clark Godshall, DSO-MT, orchestrated 'out-of-the-box' thinking by doing a few new and different types of training.

As an experiment, 'mini-sessions', were set up in a ballroom, where four different workshops were conducted at the same time. In one corner, DSO-PE Gary Kocher set up a workshop for Public Education, DSO-FN Linda Taylor did a finance workshop, while DSO-VE Glen Harman came in from the cold (Station Cleveland Harbor parked a 25-foot Response Boat Small outside the hotel for some hands-on VE training) to conduct a VE workshop, and newly appointed DSO-PA Terri LaVergne, with ADSO-PA Rick Kunz, did a Public Affairs workshop.

Tasked by Clark, the team was to present about 30 minutes of information, and then take questions for around 15 minutes, all four sessions running concurrently. At the end of each 45 minute session, each group would then get up and move to the next presentation, so that within a three hour window, substantive information was relayed on four important topics.

All in all, with the new training techniques, solid attendance and participation, D-Train proved to be a successful and worthwhile event.

- Rick Kunz
VCDR
Division 2



FSO-FN Linda Taylor conducts a finance workshop mini-session, as new training methods and formats are explored to offer more value to D-Train attendees.

Photo by Terri LaVergne-Kunz, Flotilla 2-14, Brewerton, NY



Always one of the more popular training sessions, Coastie®, the robotic cartoon character, did not disappoint.

Photo by Mark Galan, Flotilla 61, Akron, OH

Auxiliarist Participates in USS Zumwalt Christening

BATH, ME - Joe Muharsky, a member of Flotilla 76 in Fairport Harbor, OH, received an invitation from the U.S. Navy CAPT James A. Kirk and the crew of the *USS Zumwalt* (DDG 1000) to attend the Mast Stepping Ceremony and formal christening of this ship that was held on April 11, 2014 in Bath, Maine. The ship is named for the former Chief of Naval Operations, Admiral Elmo R. Zumwalt, who served as CNO during the Vietnam war from 1970 - 1974. He was responsible for the "Brown Water Navy", an elite force that roamed the Vietnam waterways in fast attack Swift Boats. His son, Elmo Zumwalt III, was one of the Swift Boat Commanders. Joe Muharsky served on a Swift Boat in Vietnam. When he first saw the *USS Zumwalt*, he commented, "I can't begin to tell you how awesome this ship is. You can't really get a sense of how large it is until you stand next to it. It is certainly an honor to be invited to such a special occasion."



Auxiliarist Joe Muharsky (L) presenting a gift from the Swift Boat Sailors Association to CAPT James Kirk (R).

Photos by Donna Muharsky, Flotilla 76, Fairport Harbor, OH

During the Mast Stepping Ceremony, Muharsky and his family, sat with the Zumwalt family. Muharsky was introduced to those in attendance as a Swift Boat sailor in 'Nam who is now a member of the U.S. Coast Guard Auxiliary. During the ceremony Muharsky was presented the "coin for 1969". In turn, he presented the coin to one of the ship's officers. This

tradition dates back to the ancient Greeks and Romans. The Mast Stepping Ceremony involves placing coins and mementos into a box that will be placed at the base of the ship's mast. This will become a permanent part of the ship to ensure safe passage for the crew.

For the christening Muharsky, and his wife Donna, were asked to march in front of the crew a half mile down the street, and lead the way to the event. Joe had the honor of speaking at the Maine Maritime Museum with Larry Berman, author of *Zumwalt: The Life and Times of Admiral Elmo Russell "Bud" Zumwalt, Jr.* Joe Muharsky is mentioned in the book.

Joe Muharsky has the honor of being the recipient of the first *Admiral Zumwalt Humanitarian Award* in 2003. He also received the SAR *Team Nine Award* in 2004.

- Virginia Suda
VCDR
Division 7



Auxiliarist Muharsky (L) with author Larry Berman. The 600-foot Guided Missile Destroyer USS Zumwalt in background.

Division 2 Auxiliarists Earn Top District Awards

AKRON, OH - John Conroy and Rick Kunz, both of Flotilla 2-14, Brewerton, NY, were awarded 2013 'District Auxiliarist of the Year' and Chief of Staff "Special Recognition" award, respectively, at the 2014 spring D-Train awards banquet.

Under John's leadership, Flotilla 2-14 and Division 2 have emerged with new strength and vigor, as a result of his inspirational recruiting efforts. Additionally, John's overall involvement in the four cornerstones of the Auxiliary have been exemplary. John joined the Auxiliary in 2002.

Rick Kunz was recognized for his innovative concepts that made the 2013 Fall District Conference a major success. His efforts and unique ideas clearly showed that a quality, functional training event can be held, even under severe budgetary restraints. Rick joined the Auxiliary in 2006.

- Mark Thomas
Editor

John Conroy (L) and Rick Kunz display award plaques at D-Train



Photo by Terri LaVeigne-Kunz, Flotilla 2-14, Brewerton, NY

COAST GUARD AUXILIARY AT CENTRAL NEW YORK BOAT SHOW

PARTNERING GOES LONG WAY IN GETTING BOATING SAFETY MESSAGE OUT TO PUBLIC

SYRACUSE, NY - When it comes to boating safety and education, the U.S. Coast Guard Auxiliary in Central New York has found that partnering with other agencies goes a long way - especially at the Central New York Boat Show. Held at the New York State Fairgrounds in Syracuse Feb. 12-16, the show featured more than 500 models of boats, along with other water-related recreational and educational exhibits.

Not only did the Coast Guard and the Coast Guard Auxiliary share exhibit space, but the Auxiliary joined with the Boating Industry Association of Upstate New York, New York Sea Grant, and Oswego County Office of Emergency Management to offer "Cold Water Immersion Survival Medical Education

For some first responders, this training was "a new opportunity to learn about the medical aspects of cold water immersion survival and hypothermia," Currier said. For others, the course was "a good refresher on how to maintain their own medical safety in the water as well as that of victims."



Gene Little, Flotilla 22, Ithaca, NY, addresses spectators during boat show survival suit and life jacket demonstration. Photo by Dan Golley, Flotilla 21, Syracuse, NY



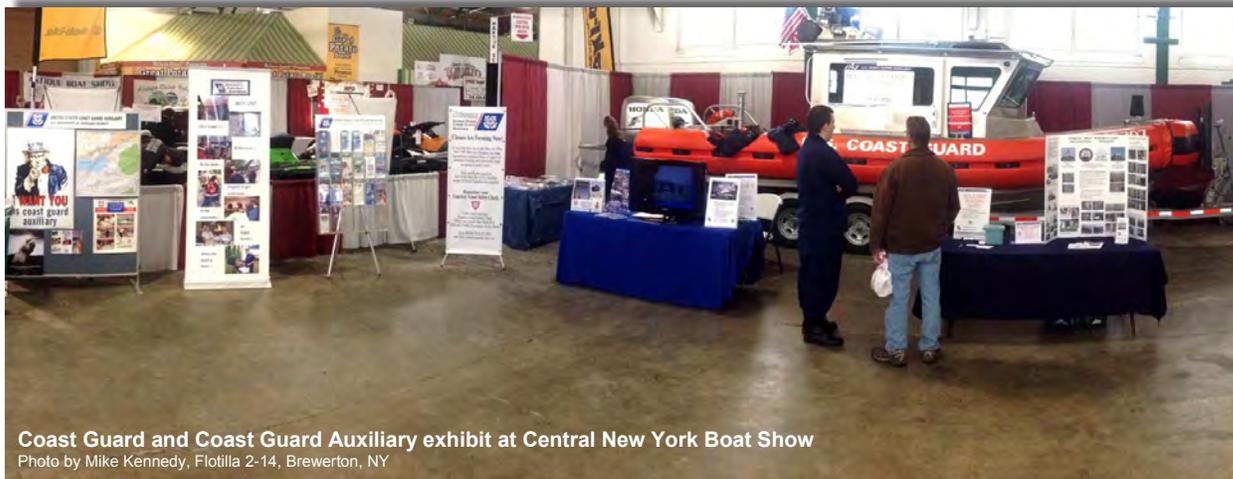
Past Division 2 Commander John Steinborge, Flotilla 21, Syracuse, NY presents the "Wear It" award to NY Sea Grants Dave White at boat show for helping the Auxiliary promote wearing life jackets. Steinborge and White collaborated on the in-water demonstrations at the show. Photo by Dan Golley, Flotilla 21, Syracuse, NY

Training" for first responders. The class, led by Oswego County EMS Director and Coast Guard Auxiliary Trainer Dale Currier, also included a half-hour in-water cold water survival demonstration.

Currier noted that cold water survival in many waters in the region is a concern from October through late May. "It is not atypical to respond to numerous people who find themselves unexpectedly in cold water in the spring or fall seasons," Currier said.

New York Sea Grant and the Coast Guard Auxiliary also presented in-water survival suit and life jacket demos twice a day, along with Paddlesports safety demonstrations.

Another joint effort by the Coast Guard Auxiliary, Boating Industries Association and Sea Grant resulted in planning an eight-hour Young Boater Safety Certification Training for ages 10-17.



Coast Guard and Coast Guard Auxiliary exhibit at Central New York Boat Show Photo by Mike Kennedy, Flotilla 2-14, Brewerton, NY

Auxiliarists from Division 2 and Division 4 helped staff the Coast Guard & Auxiliary booths and conduct the training.

*- Robert Stronach
Contributing Editor*

Cold Water Training Credited with Saving a Life

OSWEGO, NY - The Oswego Fire Department credits the Coast Guard Auxiliary's cold water training with helping to save the life of a victim suffering "severe hypothermia," Auxiliary Trainer Dale Currier reports.

"The Oswego City fire chief (Jeff McCrobie) told me that a few days after the boat show, one of the firefighters came to him immediately after a call involving a 'case of severe hypothermia' and told him he just used what he learned at the boat show training," Currier said.

The training and rescue came to the attention of Ninth Coast Guard District Commander Rear Admiral Fred M. Midgette, who dispatched a letter of thanks and praise to Currier, Division 2 staff officers Gene Little and John Steinbarga, and New York Sea Grant's Dave White.

"Both the demonstration and presentation were extremely beneficial educating first responders and the public in cold water survival," the admiral said in one letter. "The presentation is now also credited with saving a life in Oswego, New York."

(Continued, Page 15)



Auxiliarist Gene Little dons survival suit during one of several demonstrations at 2014 NYS Boat Show in Syracuse (NY). In addition, a detailed presentation was made by the team, outlining cold water survival techniques.

Photo by Dan Golley, Flotilla 21, Syracuse, NY

District AUXAIR Program Gets Stronger

DISTRICT 9ER - Mark Galan, Flotilla 61, Akron, OH was certified as an Auxiliary Air Observer in February, 2014.

The initial Air Observer (OBS) qualification includes medical certification, passing Part A of the Air Operations examination, and 10 hours of flight time as a trainee. Continued qualification involves in-water survival training and participation in Auxiliary or FAA sponsored aviation safety workshops. Currently there are 15 OBS in District 9ER.

Recently, Mark Thomas, Flotilla 48, Hamlin Beach, NY



AKRON, OH - Joe Weatherby III (L) presents the Air Observer certificate to Mark Galan (center) with support from Joe Weatherby IV (R). All are members of Flotilla 61, Akron, OH. USCG Photo by PO3 Kyle Galan



USCG AIR STATION DETROIT (MI) - USCG Operations Officer CDR Clint Schlegel (R) awards Air Crew status to Auxiliarist Mark Thomas (center) with assistance from LT James Emrich, Auxiliary Liaison Officer.

Photo by Robert Fratangelo, Flotilla 44, Sodus Point, NY

was awarded Air Crew certification at USCG Air Station Detroit.

Air Crew qualification requires OBS certification, plus passing the Auxiliary Air Operations exam Part B, Spatial Disorientation training, in-water survival training, and participation in Auxiliary or FAA aviation safety workshops.

There are currently two qualified Auxiliary Air Crew in Sector Buffalo.

- Robert Fratangelo
DSO-AV

Division 5 Welcomes New Flotilla

ASHTABULA, OH - Division 5 boasts a newly chartered flotilla in Ashtabula, Ohio - Flotilla 57.

The flotilla commander (FC) is Brian Wells, who recently retired after 24-year career in the Coast Guard Reserves that saw him called to active duty seven times. Flotilla vice commander (VFC) is Steven Baughley, who served in the Coast Guard from 1973 to 1979. They received their charter and appointments last October (2013), in a ceremony at Coast Guard Station Ashtabula, where the flotilla meets on the fourth Monday of the month at 1800. Officiating was Paul Barlow, assistant director of the auxiliary for the Ninth Coast Guard District. Ninth District Eastern Region Chief of Staff Ed Monaco represented Commodore Robert Laurer and swore in the new flotilla leaders. Also present were Chief David Phillips and other personnel from Station Ashtabula, plus representatives of the Ohio Department of Natural Resources. Before the evening was over, FC Wells swore in two new flotilla members.



Ed Monaco, District Chief of Staff, swears in new Flotilla Commander, Brian Wells (R), and Flotilla Vice Commander, Steven Raughley (L) Photo by Shirley Baker, Flotilla 57, Ashtabula, OH

The journey of establishing a new flotilla began a year earlier when Flotilla 56 (Roaming Shores, OH) sponsored a detachment at Station Ashtabula, with the support of then - Division 5 commander, Shirley J. Baker and Flotilla 56 commander, George Feschenko. The detachment began meeting monthly, "with the great support of Chief David Phillips and the regular Coast Guard at the station," noted Baker, who is now immediate past division commander. "Recruitment was outstanding."

Division 5 has two other detachments with potential to eventually grow into flotillas, Baker said. One is in Erie, PA, sponsored by Flotilla 56, and the other is at Shenango Dam in Sharpsville, PA, sponsored by Flotilla 51 (Youngstown, OH).

Wells, now flotilla commander, started with the Coast Guard "long before graduation from high school, as an Auxiliarist in 1967," Baker said. "He served as boat crewman at Station Ashtabula. He joined the CG Reserves in 1987."

Raughley, flotilla vice commander, had his Coast Guard service include a tour on Coast Guard Cutter Bibb out of New Bedford, MA, then on to Station Fairport Harbor, OH, where he qualified as OOD (officer of the day), boarding officer, boat engineer and coxswain on 30-foot and 40-foot utility boats.

- Robert Stronach
Contributing Editor

J Cherney's Passing Saddens Division 7



COS Ed Monaco presents one of many awards to J Cherney (R), in 2013. Photo by Virginia Suda, Flotilla 76, North Cleveland, OH

CLEVELAND, OH - Coast Guard Auxiliarists were saddened when John J Cherney III passed away on January 13, 2014. At the age of 68, he had endured a long battle with cancer. During the past 25 years J had been totally dedicated to the Auxiliary. He will always be remembered for his training of members in his Flotilla 76, as well as other flotillas in Division 7, especially as a QE (Qualification Examiner) and Instructor. He also served in several Auxiliary offices including but not limited to: Flotilla Commander, Division Commander, Division Public Education officer, and Flotilla Secretary. He worked diligently in conducting safe boating classes that were offered to the public.

J served 24 years of active duty in the U.S. Coast Guard. He retired in 1989 as a Chief Warrant Officer - 4. He had hoped to celebrate fifty years wearing the uniform, which was his greatest pride. He always said that he would do his active duty all over again, "as long as he is the same age."

His philosophy was to enjoy life and always have a smile. He will be missed.

- Virginia Suda
VCDR
Division 7

2014 Declared 'Year of Lake Erie'

LAKE ERIE - Control of invasive species, such as Asian carp, has become a priority for several federal agencies, including the EPA (Environmental Protection Agency) and the U.S. Army Corps of Engineers. The EPA's Great Lakes National Program Office conducts monitoring programs that sample the water, aquatic life, sediments and air in order to assess the health of the Great Lakes ecosystem.

The Lake Guardian, the EPA's 180-foot R/V (research vessel), was assigned to study Lake Ontario in 2013, is now committed to Lake Erie in 2014. The ship has three internal laboratories, each specializing in a different area for analysis of the data collected during its traverse of the annually assigned waterway. The Lake Guardian has operated seven months a year on the Great Lakes since 1988, and can accommodate up to 27 scientists and 13 crew.



Data collected during its annual voyage of up to 6,000 nautical miles, has been a key element in preparing the annual Great Lakes Restoration Initiative (GLRI) report. The EPA, U.S. Army Corps of Engineers, U.S. Coast Guard, other federal agencies, and public stakeholders have collaboratively developed a strategy for mitigating invasive species. This has been a multi-year effort, and data carefully collected by the Lake Guardian has been analyzed over an extended period of time. Scientific integrity of data analysis is critical to the success of the multiple programs and the millions of dollars being funded for these purposes.



Operated by the EPA, the 180-foot R/V Lake Guardian collects water samples as part of its research activities.

Photo by Mark Thomas, Flotilla 48, Hamlin Beach, NY

With the EPA as the lead agency and primarily responsible for monitoring and measuring progress, the U.S. Army Corps of Engineers is funded by the GLRI initiatives to build and maintain important invasive species preventative measures, such as installation of electric barriers to reduce the risk of bypass by Asian carp during times of high water. Keeping this invasive species out of the open waters of the Great Lakes is essential, and this method, using electric barriers has, so far, prevented Asian carp from migrating past the tributaries leading into the Great Lakes.

The invasive Asian carp species has wreaked havoc on the Mississippi River basin, where the fish's rapid expansion of population and range have overwhelmed the river ecosystem by consuming plankton, a vital part of the food chain. Additionally, Asian carp are commonly

easily frightened by boats and personal watercraft, causing them to leap high into the air. This leaping behavior can propel the fish up to 10 feet in the air, and numerous boaters have been severely injured by collisions with airborne fish.

Invasive species is only one of the focus areas of the EPA GLRI. Other concerns include toxic substances, pollution, and wildlife habitat preservation.

The Lake Guardian will conduct continuous research studies on Lake Erie in 2014, including evaluation of unique environmental conditions, such as the seasonal low dissolved oxygen areas of the lake. The ship also routinely participates in emergency response exercises with the U.S. Coast Guard.

- Mark Thomas
Editor

Division 4 'Training Day' Success

ROCHESTER, NY - Focusing on Auxiliary compulsory training, Division 4 held its annual 'Training Day' on April 12 at BOCES # 2 in Rochester. SO-MT Doug Rigerman, Flotilla 44, Sodus Point, NY, built a team of instructors from every Division 4 flotilla, and a variety of classes were conducted, including 4-hr TCT, VE refresher, Diversity workshop, and a primer on the required on-line training, using the available computer lab at BOCES. Over 20% of the Division 4 membership participated.

- Mark Thomas, Editor

Doug Rigerman (L) oversees a TCT exercise



Photo by Mark Thomas

YOUR District Store



Business is brisk at the District Store, 2014 Spring D-Train

Many Auxiliarists, who have not been to a district conference, may not be aware of the existence of a District Store. While most official Aux uniforms and regalia may be available from the Uniform Distribution Center (UDC) or other 'mail-order' sources, being able to 'touch and feel' an item sometimes makes it easier to decide on making a purchase.

Heidi and Steeg Johnson have been operating the District Store at every district conference (now called D-Train) since 2006. The store inventory includes over 1000 official uniform items: ribbons, collar devices, hats and caps, sweaters, belts and uniform tee shirts. There is also a considerable selection of sundry supplies, such as navigation tools, facility patrol signs, flags and ensigns, decals, carry-bags and stationery. Finally, there are the latest Aux or district logo casual fashions, including golf-style shirts, jackets and tee shirts.

Running the District Store means keeping track of the over 7,000 items in inventory, transporting that inventory to an event, putting it all on display, accounting for all sales, then transporting it all back upon completion of a two or three day conference. Neither Steeg nor Heidi had any retail experience before a request from COMO Ray Gress got them into the small business - it was learn-as-you-go. Their approach has been mainly low-tech, accepting only cash or check. They do have an electronic cash register, that sometimes, Heidi says,

"is a bit too complicated for what we need".

The latest fashion apparel being featured at spring D-Train included the hot-selling Auxiliary 75th anniversary fleece sweat-shirts (right). The most popular sizes were quickly sold out, and some potential buyers were disappointed.



"We're never quite sure how many to order, since we can't really anticipate demand for new items", commented Steeg. He continued: "National sets the pricing for new items, but bargain hunters can snap up slower moving items that are sometimes 'on sale' at discounted prices."

On occasion, there is some surplus uniform stock, such as new or pre-owned ODU's, free of charge for those willing to

(Continued, next page, lower)

Surface Facility 'Offer of Use'

Last summer I had a meeting with CAPT Brian Roche, Sector Buffalo Commander, in which he requested a list of Auxiliary Facilities that work out of each station. He wanted his SAR Controllers at the sector to have a copy. The list was to include the characteristics of the facility and equipment onboard. I started with the Auxiliary Facility Inspection and Offer of Use forms that every facility owner completes each year and sends to the OTO at Sector Buffalo. I figured this would be an easy job of sorting the data on these sheets. Everything I needed should be on the first page of each Offer of Use form.

After reviewing and sorting these forms I found that approximately seventy-five percent of them did not provide the facility limitations on them which are required by the Auxiliary Operations Policy Manual on page 1-21, paragraph I.6. Last spring I had sent a letter to all Division Operations Officers requesting that our members provide their facility limitations for conditions of seas, wind and visibility.

Also, I questioned the data provided for facility performance. To start with, a guideline that should be considered is that any gasoline powered engine operating at full power/throttle, will use approximately ten percent of its rated horsepower as gallons per hour. That is, a 150 - horsepower engine at maximum speed/power should burn approximately 15 gallons of fuel per hour. This number will vary up or down slightly from engine to engine.

The information required for economical and cruising speeds seems to be misunderstood by many. The economical speed and fuel consumption is intended to be the speed at which a vessel operates while cruising at low speed. The cruising speed and fuel consumption would pertain to the speed and fuel consumption used to cruise to a destination, usually just



Photo by Mark Thomas, Flotilla 48, Hamlin Beach, NY

above planing speed.

I would suggest that each flotilla commander route all Offer of Use forms for review through a competent person in the flotilla. This could be FSO-OP or FSO-VE or anyone else to whom the Flotilla Commander assigns this responsibility.

I hope the above helps you in completing your Inspection and Offer of Use form for the 2014 season.

- *COMO Lew Wargo*
Auxiliary Sector Coordinator
Sector Buffalo



(Continued, from previous page)

rummage through blue storage bins, searching for desired style and size.

Heidi, DSO-MA, joined the Auxiliary in 1974, and Steeg in 1977. Married for over 57 years, they are both members of Flotilla 35, Grand Island, NY, and reside in the Buffalo area.

There are many great reasons to attend D-Train: training, fellowship, and now, SHOPPING!

- *Mark Thomas*
Editor

"The best part of this job is meeting the people," remarked Heidi (R), while working the District Store at the most recent D-Train in Akron.

Photos by Mark Thomas, Flotilla 48, Hamlin Beach, NY



TIPPING POINTS & HEADLIGHTS: **THE BIRD IS THE WORD**

Here's a recap of N-TRAIN 2014...our national training meeting held in St Louis, Mo. in January. It can be summed up in a few lines...TIPPING POINTS & HEADLIGHTS. And out of that, what I learned can be reduced to one WORD...**BIRD**.

Remember the TRASHMEN? They were a group in the 60s that continued the theme of "Papa-Oom-Mow-Mow" by the Rivingtons with "Bird is the Word." It sort of went like this:



Wikipedia image

EVERYBODYS HEARD ABOUT THE BIRD BIRD, BIRD, BIRD, B-BIRD'S THE WORD

Let me explain how I made this connection.

Insights from the Chief Director's meeting were wide ranging but especially of note was the suggestion to review the book, "THE TIPPING POINT: HOW LITTLE THINGS CAN MAKE A BIG DIFFERENCE" by Malcomb Gladwell.

The "Tipping Point" is about change and epidemics; social, economic, medical, you name it. As such, little things can make a difference. Little things can become the "tipping point" for success or failure. In the book are numerous examples of epidemics. One occurred in Baltimore in the 90s where syphilis rates exploded. One explanation was that crack cocaine was so easily obtained that it increased the likelihood of risky sexual behavior. Another noted that less community outreach staff was available to help stem the tide while the need to obtain the drug opened up more interaction between the neighborhoods. This along with destroying the "crack houses" forced more infected people into other parts of Baltimore.

In short, there was no simple explanation that caused the epidemic. It came down to numerous little things that added up to make the difference.

The re-emergence of the HUSH PUPPY shoe from similar small changes in the socio-economic networks allowed what Gladwell referred to as Connectors to become the "tipping point" in making the shoes relevant again. Connectors were a big part of spreading the syphilis epidemic in Baltimore.

One example that I was drawn to was the story of Sesame Street and Big Bird was a BIG part of their success. However, it didn't start out this way even though the best producers, directors, writers and actors were brought in to deliver a simple message. And they had a straightforward premise that if you can hold the attention of young children, you can teach them. In short, you can create an epidemic of literacy.

In one episode, they tried to teach the children how to spell "H-U-G". They would bring the adults and children together on the "street" to talk about and demonstrate HUG. All the visual bells & whistles were in place but the message didn't resonate with the children viewing on TV. Not until Big Bird was introduced did they see positive results...and the results were enormous. The addition of Big Bird was the extra ingredient that made the difference to tip the presentation in their favor. Repetition and simplicity were key elements but Big Bird provided what Gladwell called the "stickiness" factor that started this epidemic in teaching.

How is this relevant to how we do business? First, we should keep things simple. "Stick" to the basics. For example, RBS should continue to be our focus as preparations are made for the CGAUX 75th Anniversary. RBS has been a message reinforced by VADM Currier at N-TRAIN and repeated again and again by CG/CGAUX senior leadership.

What does this mean? RBS is paramount with our goal to start an epidemic in promoting boating safety. So, continue your core competencies with vessel exams, public education, boat shows and public affairs that support RBS. Follow your passion, work in the margins, and remember that staying within the realm of RBS strengthens the very foundation of the Auxiliary.

VADM Currier was adamant that our choice should be for RBS over augmentation as an example. He suggested that we should become a HEADLIGHTS Organization. One that looks ahead, at least five years, to ensure we remain relevant.

Our headlights should be pointed to survival in the years to come as we develop a vision that perpetuates the Auxiliary for another 75 years.

VADM Currier also talked about TBO...time between overhauls in aircraft engines and reviewing our need for the restrictions we're placing upon our auxiliary aviators. Point is that he is looking to make small changes to improve operations that may make the difference without degrading Auxiliary Aviation Safety. Funding and travel restrictions are also under review. This is indicative of how our senior leadership is open to suggestions to improve, especially in these dreary times of reduced funding and decremental budgets.

In short, look to the future to maintain relevance. Focus on RBS but don't be afraid to follow your passions and work in the margins. Continue to do the little things that "stick". Think of yourself as Big Bird. You make a difference and can be the tipping point to start a positive epidemic.

As you go about your Auxiliary business, remember to give each other a HUG for all that you do and remind yourself that your contributions are HUGE. No matter how we measure them, every bit of your effort and time spent supporting the Coast Guard is

HUGE! AND WHAT IS HUGE ???
BUT A HUG...WITH AN "E"
AND THAT RHYMES WITH "B"
AND THAT STANDS FOR BIRD
AND EVERYBODY KNOWS THAT

THE BIRD IS THE WORD



- Mr. Paul Barlow
Assistant Director of Auxiliary

(Continued from Page 9, Cold Water Training)

Admiral Midgette also praised the partnering initiative, the life jacket demonstrations, and the collaboration in presenting the cold water survival training.

Noted Currier: "The primary objective was to provide timely hypothermia training, and provide Continuing Medical Education credits (through the Oswego County Emergency Management Office) for the Central New York first responders, which proved to be a successful approach. It is the first time so many disparate groups came together to provide this type of training in a public setting like the boat show. Also, the local Boating Industry Association...made the space available, advertised it and gave first responders free admission to the boat show."



Oswego Fire Chief, Jeff McCrobie
Oswego Fire Department photo

Currier added that the relationship with first responders was continuing. "Flotilla 21 recently provided the boater safety training for four shifts (45 participants) of Oswego City Fire Department firefighters, including the senior staff (deputy chiefs). This is part of a comprehensive effort to get their crews ready to begin operations with a new fire boat. It's larger and much more powerful, now with twin engines, than their previous boat. Fire Chief Jeff McCrobie worked with Senior Chief Craig Ross at Coast Guard Station Oswego to put together the training program. The Auxiliary provided the boating safety, augmented with additional information for their increased operational needs, and active duty personnel will provide on-water training on vessel operations."

- Robert Stronach
Contributing Editor

Save the date:
D-Train, Dunkirk, NY

District Fall Training Conference, now known as 'D-Train', will be held in Dunkirk, NY, September 19-21, 2014.
Mark your calendars now!

Did you Know?

Historically Speaking ...

Actress **Angel Tompkins** did several boating safety promotions for the Coast Guard Auxiliary.

Tompkins' first major film debut was the comedy 'I Love My Wife' (1970). Her television career included 'Mannix', 'Bonanza', 'Kojak', 'Police Woman' and 'Simon and Simon'.

Tompkins last film appearance was 'Relentless' in 1989. Now age 71, she lives in Los Angeles with her husband, film writer Ted Lang.



"Be an Angel! Before your next boating trip, be sure your fire extinguisher is fully charged and ready for use. Actress Angel Tompkins also suggests you have all safety equipment on your boat checked by the Coast Guard Auxiliary. Their free courtesy examination helps assure you have a safer boating season. For information about boating classes, courtesy examinations and boating literature, contact your nearest Coast Guard Auxiliary flotilla, or US Coast Guard unit."

US Coast Guard Auxiliary Records photo and caption
1965 Photo



Master Sergeant Skelton enlisted in the Marine Corps in October 1994. He then reported to Parris Island, South Carolina for recruit training.

In the late 1990s, Sergeant Skelton served in Beaufort, SC and Okinawa, Japan with Marine Air Control Squadrons 2 and 4.

Master Sergeant Skelton requested orders to Drill Instructor School. Upon graduating from Drill Instructor School, he completed seven recruit training cycles, and transformed over 600 recruits into basically trained Marines.

Master Sergeant Skelton deployed to Iraq in support of Operation Iraqi Freedom, and Operation Enduring Freedom in Afghanistan. He was awarded the Navy Marine Corps Commendation Medal for his actions in Operation Enduring Freedom.

Master Sergeant Skelton is currently the Assistant Marine Officer Instructor at the NROTC Unit, University of Rochester (NY). He is responsible for mentoring and training Midshipmen to become future Navy and Marine Corps Officers.



Exceptional Guest

Shawn Skelton

Master Sergeant
United States Marine Corps

Recently, I was attending D-Train, and had a chance to observe a group of 20 or 30 Auxiliaries in uniform. One thing I noticed, is that while everyone in the room was wearing the same thing (Trops), some members really stood out in the crowd - proud, distinctive, professional. These Auxiliaries that stood out all had one thing in common: their uniforms all looked impeccable.

While the standards for uniforms are clearly pointed out in the Auxiliary Manual, some of the finer elements are left up to the individual. Expectations are high; our uniform appearance is not only a reflection on ourselves, but on the active duty and reserve Coast Guard as well.

Even as an all-volunteer organization, our pride should shine through with a uniform that looks clean, crisp, and professional, all with just a bit of extra effort and attention to detail.

Few would argue that the United States Marine Corps are among the 'best dressed' in the world with regards to uniforms. As a subject matter expert, USMC Master Sergeant Skelton has graciously agreed to offer some simple uniform tips that can be an instant appearance upgrade.

- Mark Thomas
Editor

Shoes. Whether in a suit or a uniform, shoes are one of the first things noticed. The official uniform shoe guidelines for Tropical Blue Long and Service Dress Blue, are black, plain, oxford style for men and black oxford/pumps for women.

MSgt Skelton: *Take some time and make sure your shoes are clean and shined. Replace your laces regularly. This is part of our ritual when preparing our uniforms each day, and a skill learned at boot camp. If you don't know how to properly shine your shoes – learn how. Or, take them to your local shoe repair shop/cobbler and have them professionally shined, which can probably be done for under 10 bucks.*

Use an old tooth brush and soap to clean the welt especially on top where the leather is sewn into the sole. After it has dried, apply a liberal amount of edge dressing to the sole of shoe, and again- paying attention to the top of the welt. Also ensure your laces are laced left over right on both shoes to present a uniform appearance. Corfram shoes are recommended due to the high gloss, but leathers are perfectly fine. The only drawback to leather shoes is the time it takes to make them look good. To obtain a high gloss leather shoe takes time and patience. Start with a clean cloth and shoe polish. Rub the polish in a small circular motion on the shoe-add water (or saliva) until eventually you have the shine similar to the corfram shoe. This will take time, if you haven't done it before.

Trousers and coat. With Auxiliaries coming in all shapes and sizes, buying something with the right fit isn't all that easy – Coast Guard procurement sources are notorious for shipping not-true-to size clothing, or apparel that is meant for a slim cut.

MSgt Skelton: *Getting the right length trousers is the first step in making your uniform look crisp and professional. Order one size larger than you think you need, then take them to a tailor that can modify them for the correct fit. Hemming a pair of pants, without cuffs, should be around 10 bucks at your local tailor, and remember, you only have to do it once. The same goes for the coat - if you have difficulty matching the coat size with your arm length, your tailor can make that problem go away, as long as there is sufficient material to do so. Again, this would be a one-time-only expense for a uniform piece you'll be wearing for years to come. I would recommend taking the Uniform Regulations to the tailor so they can measure and tailor the uniform exactly to specifications. The dress*

Use of the USMC emblem does not constitute affiliation or endorsement by the USMC.

Tropical Blue Long

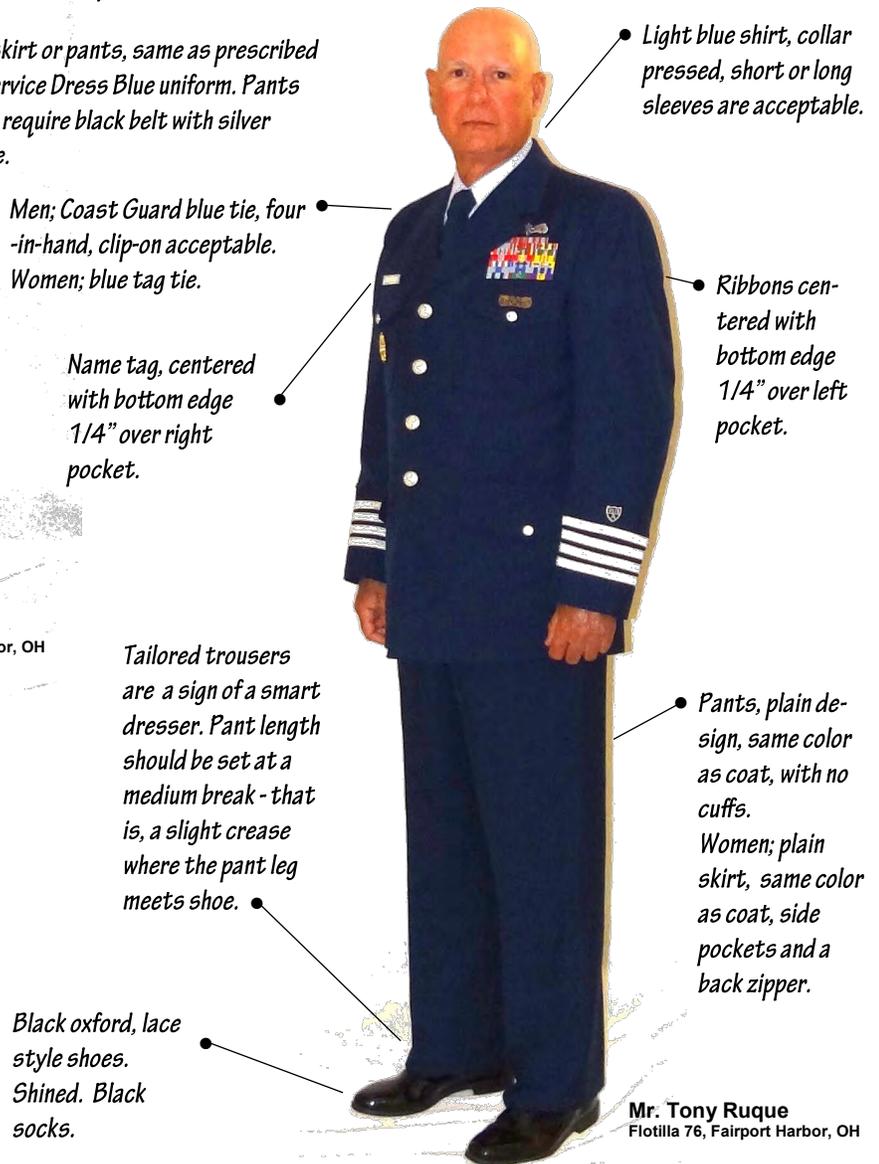
The most versatile of uniforms, Tropical Blue Long may be worn year-round at all occasions where more formal attire is not required or expected.



Style Tips

- No matter how 'regulation' your uniform looks, good grooming is a priceless detail.
- A coat that is well tailored hugs the body without cinching. The shoulder sits straight, and the sleeve falls where the base of your thumb meets your wrist.
- Military creases (optional) on shirt enhance a crisp, professional look.
- Mirrored sunglasses are prohibited while in uniform.

Photos by Mark Thomas, Flotilla 48, Hamlin Beach, NY



uniform should be snug, not too tight to restrict movement, and not too loose to present a sloppy appearance. The trousers should fit snug on the natural waist line near the belly button. Too loose and the tightening of the belt will force the trousers to bunch up. If it's too tight, the front pockets will begin to flare out. The bottom of the trousers should be cut at an angle, with the rear of the trousers no more than a quarter inch above or below the welt of the shoe. The jacket should also fit snug. Fit the jacket to your shoulders and chest and everything else can be tailored to uniform specifications. There will be times when you will gain or lose weight. During this time, visit the tailor to ensure proper fit of the uniform.

(Continued, next page)

Service Dress Blue

Worn year-round by Auxiliarists for all business and social occasions where a coat and tie would be appropriate.

Ribbons and devices. These are awards that recognize service and personal accomplishments either military, or as an Auxiliarist. Ribbons should be worn in the correct order of precedence.

MSgt Skelton: *Each service branch has different awards, so not every one might be recognized, but active duty WILL notice them, so make sure they are in good condition and displayed properly. As Marines, each one of our awards is earned, and should be respected – so should yours.*

Shirts. For Tropical Blue Long; a light blue, short-sleeve shirt with epaulets, worn with the collar open.

MSgt Skelton: *Despite manufacturers claim, these shirts are not wash-and-wear. Each must be individually ironed or pressed. If you don't know how to iron - learn how, or, have your shirts laundered at the dry cleaners. Note, this is laundering, not dry cleaning, and should be available for around \$ 2 a shirt, which includes pressing.*

ODUs. The Operational Dress Uniform (ODU) should be clean and displaying the authorized Auxiliary sew-on devices and name-tapes. Sleeves should be rolled up, accordion style, 1 May to 31 October*. Black boots are the required footwear. Brown boat shoes are an alternative when on-board Aux facilities.

MSgt Skelton: *Your ODU is similar to our Combat Utility Uniform. To best maintain shape and color, dry clean these uniform items. This is somewhat expensive, but will minimize fading. Uniform maintenance (cleaning) may be tax-deductible. Use starch and an iron for "touch up". This may be a "working" uniform, but it is still a uniform, wear it with pride. In the Marine Corps, appearance is everything, it is one way a Commander determines how proficient and disciplined his unit is. Each Commander will have uniform inspections on a regular basis to measure the level of proficiency, discipline, and esprit de corps of his unit. Every Marine's uniform is inspected in excruciating detail. The inspector checks for fit, serviceability, and overall appearance of the individual. The attention to detail shows the commander the discipline his men have in taking care of the little things. When a commander has confidence that his men will take care of the details only then can he focus on the mission.*

- MSgt Shawn Skelton, USMC

Operational Dress Uniform (ODU)

Worn year-round primarily as a field utility and watchstanding uniform. May be worn in an office environment.

Sew-on collar devices (not metal).

Dark blue crew t-shirt. Stenciled or embroidered "USCG Auxiliary" on front left chest, in white block letters.

Sew-on nametape. Direct embroidery is not permitted.

Black web style belt with subdued black open-faced buckle (not shown).

Blue trousers, bloused with boots. Straight with boat shoes.

Black boots. Shined when worn in office environment. Boat shoes as alternate, dark blue or brown, non-marking sole.

* ODU sleeves, up or down, are not specified in the Aux manual. Dates shown match the active duty customary practice.



Photo by Pete Urgola, Flotilla 10-05, Southport, NC

Sleeves rolled down, 1 Nov to 30 Apr*

Mrs. Carol Urgola
Flotilla 10-05, Southport, NC

Ribbon Checker



A recent informal photo survey revealed 11 out of 23 Auxiliarists displayed ribbons correctly.

Check yours at:
<http://ribbons.cgaux.info/cgi-bin/ribbons.pl>

Rolling ODU sleeves



Learn how to roll ODU sleeves correctly, starting at time 1:52

<http://wow.uscgaux.info/content.php?unit=095-45-01&category=how-to-roll-up-odu-sleeves>

Ironing Tips



Iron your shirt with ease, including military creases.

<https://www.youtube.com/watch?v=41eq7tlqVfw>

Gloss Shoe Shine



Foot tapping shoe shine and lacing advice from NJROTC cadet.

<https://www.youtube.com/watch?v=ttMkzzndsFG>

USCG Station Ashtabula



US Coast Guard photo

ASHTABULA, OH - A major coal port on Lake Erie, The City of Ashtabula was incorporated in 1891, and the original USLSS (US Life Saving Station) was built in 1893. The station has had numerous upgrades and expansions through the years, and along with the Harbor Museum, has preserved the maritime history of Ashtabula.

Located on the Ashtabula River, Station Ashtabula monitors the entrance to Lake Erie, as most boat traffic must pass by before entering open water.

BMC David Phillips, Station OIC, and his contingent of 18 active duty personnel rely on the Auxiliary to assist with communications watchstanding, as they work in conjunction with the nearby Ashtabula Water Rescue team, to keep boaters safe. This summer, the station will have two 25-foot RBS (Response Boat Small) to support Coast Guard purposes in their AOR (Area of Responsibility).

The station is home to newly formed Auxiliary Flotilla 57, which already boasts 22 members. Although the flotilla does not have

Operations capability yet, the it does have one member crew qualified on the RBS. Monthly flotilla meetings and training are held at the Coast Guard station.



USCG photo

In 2013, the station was awarded its second consecutive Kimball award for excellence. The award recognizes excellence in operational readiness and vessel condition. It is awarded by Coast Guard Headquarters' Office of Boat Forces after a thorough inspection of Coast Guard crews who meet exceptionally high standards of the service. Only about 10 percent of the Coast Guard's 191 small boat stations nationwide receive the award in any given year. The award in consecutive years is even more exceptional.

Station Ashtabula is a multi-mission small boat station that executes all Coast Guard missions, including search and rescue, maritime law enforcement and homeland security, and is part of the long standing Coast Guard tradition.

- Mark Thomas
Editor



Commander Nathan A. Podoll Director of Auxiliary, USCG District Nine



Happy Spring, Shipmates! Put away the snow and ice, Polar Vortex! What an amazing, memorable winter we've had, and you didn't waste a minute. You were out there in the driving snow educating the public at boat shows, teaching Boating Safety classes, and planning for summer operations. Recreational Boating Safety outreach is a major mission of the Auxiliary, and you execute it well! Your hard work paid off, as demonstrated by one life saved in Oswego, NY because of the "Medical Treatment for Cold Water Immersion and Hypothermia" training put on at the Central NY Boat show in February, among other accomplishments. Outstanding!

Now spring is here melting the ice and snow – however reluctantly. Boats are going back in the water, and summer will arrive soon. Before that, another education phase kicks in, as the air warms, but hypothermia lurks in the cold water. You have the local knowledge on when and where to share.

We have so much to celebrate this year, and I wish you a joyous 75th Anniversary – you're stronger than ever! Keep your Headlights focused forward maintaining your positive, life affirming message. Don't forget your smile, we'll be interacting with the public in the sun soon during Safe Boating Week activities and other events!

Travelling the District, I meet Auxiliarists from every walk of life, each with a unique story of why they joined the Coast Guard Auxiliary. These differences make us stronger, and better able to reach the public with our Recreational Boating Safety message. Let me share a story of a courageous member of our Coast Guard family – Ms Florence Finch. She was the first woman to receive the Asiatic-Pacific Campaign ribbon. When the Japanese invaded the Philippines, her husband was killed in combat on his PT boat in early 1942. She disguised her American connections and got a job working for the Philippine Liquid Fuel Distribution Union, diverting shipments to the resistance and cueing intelligence for acts of sabotage. When she learned her former boss, Lieutenant Colonel Engelhart, and other Prisoners of War were being maltreated in captivity, she provided food and medicine to be smuggled to them. She was captured in October 1944, tortured, and after a sham trial, sentenced to three years hard labor. She was liberated in February, 1945, and moved to New York, where she chose to enlist in the Coast Guard SPARs "to avenge the death of my husband". She was awarded the Medal of Freedom in 1947 for her bravery and "making a distinct contribution to the welfare and morale of American Prisoners of War on Luzon". Of her wartime activities she would state: "I felt very humble because my activities in the war effort were trivial compared with those of people who gave their lives for their country." In 1995 the Coast Guard honored her service by naming an administration building on a base on Sand Island, Hawaii, after her. She lives today in upstate New York.¹



Florence Finch, 1995



Florence Finch, USCGR (W), 1945

I love her servant heart, the humility. Her story personifies Admiral Midgette's directive of Caring for our Workforce. Every day, the challenges of life confront members wearing Silver or Gold. Every person you come in contact with is an opportunity to learn from them, and make their lives better. The listening ear. The sage advice to young Coast Guard personnel changes their life – and yours – for the better. The conversation with fellow Auxiliarists about challenges they face. The topic matters little - what matters is you care, and you show it by taking time for a Shipmate. As you do, you give life to our shared Core Values of Honor, Respect, and Devotion to Duty. You're always mentoring a new leader. They will become Public Education Instructors, Flotilla Commanders, and Station OIC's. I saw the Coast Guard and the Auxiliary become stronger last weekend during a District Training event. Leaders of another recreational boating safety organization mentioned they wanted to join the Auxiliary too because of the passion for sharing our story and caliber of caring they observed between members. That's what attracts new members, and keeps them coming back.

Thank you for everything you do, bettering our country, communities, and Coast Guard family! Congratulations on the first 75 years of outstanding service, and here's to 75 more!

¹ U.S. Coast Guard 2012. "Florence Ebersole Smith Finch, USCGR (W)." Accessed April 14, 2014. <http://www.uscg.mil/history/people/florencefinchbio.asp>



William Cummings

District Captain - Logistics



I'm sitting on the dock in the bay watching the ice flows go by. Wow what a long, cold winter it has been! But by the time you read this, the ice will be gone and we'll be sitting on the dock watching the ships roll in.

Now is the time to be getting ready for the upcoming boating season. Take a few minutes and check your ready bag. Do you have all your PPE gear? Is it serviceable? Have you checked your batteries in your strobe light? Is your uniform ready? Remember the eye of the public is upon you. We want to make sure that we look sharp and that we are in the proper uniform. Make sure to re-view operation policies and procedures.

No matter what you are doing this year, operations, PE, or VE, now is the time to make sure you are ready-to-go. Do you have the proper up to date forms and decals? Do you have updated state and federal regulations pamphlets to hand out? You don't want to be left sitting on that dock when the rest of the crew is underway because you didn't take the time to prepare. Also make sure that when you complete your mission, you submit your paperwork to your IS officer so that you receive credit for your time. If you are a crewmember, your underway hours will be credited when the coxswain submits his paperwork.

- William Cummings
District Captain, Logistics



Joseph Sopko

District Captain - Prevention



At our Coast Guard Exchanges you can purchase bumper stickers that you you're part of Team Coast Guard. My favorite one says "Take the Search out of Search and Rescue". I would suggest that this is as critical a message here in the Great Lakes as anywhere else in the country. Did you know that CG Station Marblehead Ohio is usually number one or two in SAR cases run among all small boat stations in the country? And our boating season is only six or seven months long. This means that we in **Prevention** have our work cut out for us. Rather than run a SAR case, isn't it more efficient to reach recreational boaters through one of our courses so they leave the dock armed with knowledge and some situational awareness? How much safer do we keep our small boat station crews when they are dealing with a boater who is carrying the required equipment on his boat because he had a Vessel Exam?

We have been challenge by our DIRAUX to increase the number of decals awarded including, the new paddle craft decal, and students taught by at least 20%. This comes from one of the Auxiliary Cornerstones that is so critical because a SAR case prevented represents an exposure to harm that we have prevented.

And this year we will have new challenges. There is a required VE training which is available online at <http://auxlearning.uscg.mil>, or which can be presented as a workshop. Either way, it must be completed by every vessel examiner by 30 June. Please do it now. Encourage every Flotilla in every Division to present the workshop. It is a great review with over one hundred slides. With our examiners in REYR (**RE**certification required for failure to meet **Y**early **R**equirements), we won't reach our goal.

Another challenge to the Coast Guard's goal of more Vessel Exams will occur in Ohio this year. The new "Boater Freedom Act" requires reasonable cause for state or local watercraft officers to board a boat. This includes vessel checks at launch ramps which will now require the permission of the boater for an officer to inspect the boat. Of course, Coast Guard boardings are unaffected by the law. However, the net result could be fewer exams statewide. This is another reason for our examiners to increase their efforts especially at launch ramps. And try to reach out and partner with Power Squadron Vessel Examiners.

On a positive note, the new Mandatory Boating Safety Education Law in New York State creates a new potential audience for our ABS and other courses. When you do these courses consider playing at least the 10 minute segment from "Cold Water Bootcamp," which was filmed at CG Station Fairport Ohio. It really gets the students' attention. Let's have a productive Coast Guard Auxiliary Season and "Be Safe Out There".

- Joe Sopko
District Captain, Prevention



Anthony Ruque District Captain, Response



As I write this article, my boat is still in winter storage, and I can see snow everywhere from my office window. My calendar tells me that Spring has arrived, but it is still very cold and dreary outside. I must keep in mind that by the time you read this article the snow will have melted away and the weather will be warm & sunny (I hope).

Warm weather on the Great Lakes means SAR Season is officially underway!

I hope that our boat crew members have been doing class room training during this cold winter, and also done their due diligence already. We should all be prepared to accept patrol orders from our local Coast Guard units. This means making sure that our Facility has a current inspection, but also that

we have taken the time to perform training with our boat crew personnel to make sure that they are familiar with the vessel and its gear. Of course we all know that we must do our boat checks prior to getting underway, but why not meet at the boat dock before our first patrol for the year and do some boat crew training? Break out the gear; make sure that all crew members set up the tow line for a stern tow. Does everybody know the location of the fire extinguishers? How about the mooring lines and fenders? Set up the vessel for an along-side tow. Make sure to get all team members involved.

We should energize the electronics and familiarize ourselves with their operation. Does everybody know how to store and navigate to a waypoint using the GPS? How about a GPS route? Do we have fog routes set up, and do our team members know how to activate them? How about the radar unit? Do we all remember how to operate it? If not, now is a good time to open that manual and do some training. How about our marine radio? Let's make sure that we know how to operate the one on the vessel. Do we all know how to do a proper OPS & position with our local Coast Guard unit? How about our underway & moor communications? If not, let's do some review training.

How about running through some emergency drills right there at the dock?
Here are just a few:

- Loss of steering
- Loss of power
- Low oil pressure
- Low Red Gear pressure or overheating
- Engine Overheating
- Fuel leak
- Taking on water
- Fire
- Striking a submerged object
- Walk through a MOB situation

Does every team member know what steps to take?

Also let's not forget our PPE gear. Take the time to give it a good check. Are the batteries fresh? Consider allowing one of your team members to inspect your gear for you. Possibly they will find a problem that you missed during your own personal inspection. It happens. Now you still have the time to take corrective action.

We do not have standardized facility vessels, but we can certainly standardize our training. Go over your SABOT notes. Let's make sure that we are all on the same page. After all, most of us probably have been away from our boats for six months or more on the Great Lakes.

Take care, be safe, and enjoy the warmth of Spring!!



- Tony Ruque
District Captain, Response



District Chief of Staff
Edward Monaco

Leadership Learned Here

Training is one of the many things our U.S. Coast Guard Auxiliary does very well. We train our membership to be crew, coxswains, air observers, vessel examiners, marine dealer visitors, food service providers, instructors of public education courses, specialists in marine safety, computer systems, information services, and many other roles. Leadership is one area of training that we must never overlook.

In order to maintain the way forward for a strong Auxiliary in the future we need good well-trained leaders. How we navigate the choppy waters of a decreased Coast Guard budget and less disposable funds for our membership to attend our events is largely determined by the directions our leadership points us too. Good leadership starts at the Flotilla level and goes all the way to our National Commodore, who lays out the direction of our organization for future years. We depend on our leadership to get the job done and to show us the way through difficult situations that we may be forced to navigate as an organization.

How do we get good leadership? We get it by training our members to be good and effective leaders. When the opportunity presents itself, please take advantage of it and sign up for leadership opportunities that will make you a better Auxiliarist and a better leader for our organization.

Those of you who are representing our membership in a current position of leadership, look around you and encourage others to follow the path of leadership if you and they feel they can be of service to the Auxiliary in a leadership role. A leadership role may start as a

Flotilla Staff Officer. From there it may lead to Vice Flotilla Commander, then Flotilla Commander and on up the chain. We are always in search of good leadership in the Auxiliary.

Good leadership starts with good leadership training, so take advantage of the opportunities that are offered at the District and National level through D-Trains and C-Schools to get the best leadership training that the U.S. Coast Guard and U.S. Coast Guard Auxiliary has to offer.

We need you and we need you at your most informed and best, and that means always ready and well-trained in leadership.



- Ed Monaco
District Chief of Staff

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

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Official Business



**USCG Auxiliary
Promoting
Boating Safety**



**National Safe Boating Week
May 17-24, 2014**