



The Eastwind

THE OFFICIAL PUBLICATION OF THE
NINTH DISTRICT EASTERN REGION



United States Coast Guard Auxiliary

War of 1812 Bicentennial



- **Reaper vs Pirates on Lake Ontario**
- **New Boat Safety: Regal Marine's Senior Captain speaks**
- **Vice Commandant Change of Watch**

From the Bridge

District Commodore Nancy Rudiger



For this writing, I have taken material, thoughts and reflection from Admiral Papp's Coast Guard Day message, "Proficiency: The Essence of Discipline." One of Admiral Papp's guiding principles is to "Honor the Service" and one of his highest priorities is to ensure that members of our service work toward achieving proficiency in their chosen field.

The rapid expansion of activities an Auxiliarist can perform has led to a substantial increase in the skills needed to be learned and retained. In some cases this has placed our focus on simply training to a level of basic qualification. Basic qualified is a minimum standard and is only the first rung in the professional development ladder. We need to continue working and reach a proficiency level.

By definition, proficiency is being highly competent at what we do. Admiral Papp stated, "It is not an end state, but a continuous pursuit toward mastering a specialty. It begins with the individual, and then expands to proficiency of the team, unit, and organization. Proficiency consists of training, education, qualification, and certification in our drive to achieve higher levels of excellence. Proficiency also involves self-discipline and voluntary adherence to a set of rules or governing standards."

The call for the pursuit of proficiency is not limited to the operational mission. No matter what your contribution is to the organization, no matter your office or role, Admiral Papp instills in all of us his expectation that we remain on a continuous course towards self-improvement and mastery in what we do.

Auxiliarists must adhere to high standards. Admiral Papp stated, "Discipline is the soul of a military service. It is learning what to do, how to do it, and in what manner it should be done; then doing it right. Small things matter. Maintaining uniform standards, customs, courtesies, and traditions are not about public affairs; they are the manners of our profession and those manners teach discipline."

Admiral Papp's "three anchors" are proficiency in craft, proficiency in leadership, and disciplined initiative. Our Commandant believes that these are the anchors that will hold fast in our organization and will allow us to be the best we can be. Proficiency is dependent on every member of the service. By being proficient we will meet our duty to honor our profession. These anchors are enduring. They will sustain us in the future as they have before and do now.

I strongly encourage all leaders within the Auxiliary organization to discuss the contents of Admiral Papp's message at their next meeting and through their newsletters and web sites.

It has been an honor to work with the members of District 9ER during the past 3 years. I am truly amazed at the work you have done. Since January our RBS hours are over 40,000; our VE are over 2,880; our recruitment effort gained 54 new members; and our public education classes reached 2,823 people. Your work has made me very proud to have served as your Commodore and to be part of the Auxiliary.

- Nancy Rudiger
District Commodore

Together We Are Better!

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Cover photo: Coxswain Mike McGrath and crew navigate through large spectator fleet at the War of 1812 re-enactment on the Niagara River

Photo by Mike Thompson

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Historic War of 1812 Bicentennial



Photo by Mark Thomas

In 1814, Francis Scott Key, a young American lawyer and amateur poet, was being held captive by the British as he watched the British bombardment of Fort McHenry in Baltimore Harbor. The words he wrote eventually became the words to our national anthem, The Star Spangled Banner. To many Americans, this was perhaps one of the most memorable events of the War of 1812. Most likely forgotten from a long ago high school history lesson, is the burning of the White House, or even that most of the key reasons for the United States declaring war on Britain had already been resolved a few days earlier, unknown to President James Madison as he signed the declaration of war, on June 18, 1812.

Once war was declared, the Coast Guard, then the Revenue Cutter Service, took swift action, and shortly after the war began, captured the British schooner *Patriot*. A few months later, this time the Cuttermen were the captured, becoming among

the first prisoners of the war. Enlisted crewman, Belonier Pault, fifteen years old, became the youngest POW in Coast Guard history, and seaman John Barber became the first Coast Guardsman to die in captivity.

Later in 1812, the Americans invaded what we now know as Canada, with the intent of Manifest Destiny expansion beyond the Northwest Territories, and to drive the British completely from North America. In the Battle of Queenston Heights (Ontario), the American army was briefly victorious, but British reinforcements arrived a few hours later, forcing the surrender of the American army. This victory by the British allowed their Canadian colony to advance towards self-rule, and in 1867, the colony of Canada became an independent nation.

Photo above: The 110 foot Tall Ship *FairJeanne* dispatches longboats as part of a War of 1812 re-enactment exercise

Cover Story

Now, 200 years later, celebrations and re-enactments abound, both in the USA and Canada. With the British being victorious in the Napoleonic Wars (1803-1815) in Europe, the War of 1812 is hardly remembered in Britain, but the Canadians have budgeted over \$28 million to foster a more unified national identity by celebrating Canada's historic roots, including military victories and its British heritage.

On 17 July, 2012, the Canadians presented one of their first large scale events on the Niagara River, at Niagara-on-the-Lake (Ontario). "A mock battle that involved five tall ships, 16 longboats and over 600 re-enactors thrilled thousands of spectators on shore, and hundreds on the water," noted Peter Martin, events coordinator for Niagara National Historic Sites of Canada. The re-enactors, all in period uniforms, many of which included "redcoats", provided onlookers a first hand look at the battle strategy of the era.

Marine safety patrols provided by the Niagara Regional Police, were assisted by the US Coast Guard, including Auxiliary Flotilla 31. Coxswain and District Captain Michael McGrath remarked: "the Canadian boaters were, as usual, well behaved, making our safety patrol routine."



Re-enactors maneuver this authentic longboat towards shore after launching from the Tall Ship *Pathfinder* Photo by Mike Thompson

The spectator fleet was estimated at approximately 80 boats.

Later this year, on 12 October, the Town of Lewiston (NY) and Queenston (Ontario) will team up for a Bicentennial celebration that will commemorate the first major battle of the war, Battle of Queenston Heights, on the exact date of the historical event. After Congress failed to create a National Bicentennial Commission, finding funding to hold such events has been difficult. According to Lee Simonson, Lewiston's War of 1812 Coordinator, "the re-enactment will be mostly funded without any state (NY) monies to pay for any soldiers sustenance, or even black gunpowder."



Being a Canadian event, the Marine Unit of Niagara Regional Police was the primary agency involved with event safety on the water, with facilities from Flotilla 31 assisting Photo by Mike McGrath

The war ended in 1815, by way of the Treaty of Ghent, with terms calling for the pre-war boundary between the US and Canada to be restored. Historians debate who actually won the war, but many would consider it a tie.

That epic poem by Francis Scott Key, inspired by the raising of an American flag, with 15 stars, and 15 stripes, was set to the music of composer John Stafford Smith and "The Star Spangled Banner" was ultimately designated our national anthem by President Herbert Hoover in 1931.

- Mark Thomas
Editor, The Eastwind

Around the District

Olcott VSC Blitz is Picture Perfect

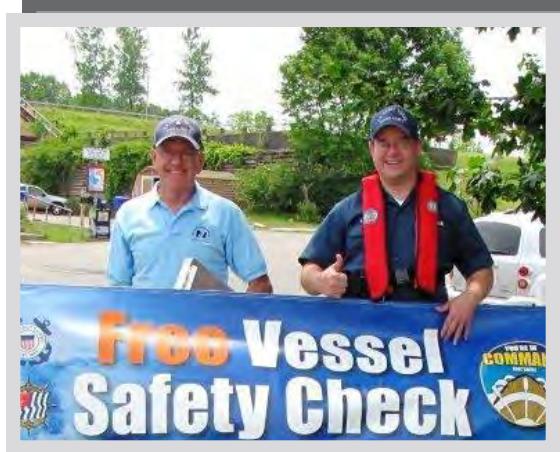
OLCOTT, NY - Vessel Examiners from Flotilla 31 were treated to a "target rich environment" and perfect summer weather for their VSC Blitz on June 17.

As a planned Flotilla initiative, boats were inspected for safety at the Town of Newfane public boat launch. Bob Hasse, Robert York, and Marty Laufer, in his 13th year as a VE, combined for 10 boat inspections.

-Marty Laufer
FSO-PV
Flotilla 31

Smiles and "thumbs up" signal success from Tom York (R) and Marty Laufer during a summer VSC Blitz

Photo by Bob Hasse



Division 7 Remembrance on USS Cod

CLEVELAND, OH - The Greater Cleveland Boating Association sponsored a Memorial Day Service onboard the *USS Cod* Submarine Memorial in downtown Cleveland. Eighteen Coast Guard Auxiliarists

from Division 7 participated in the service. The *USS Cod*, a World War II GATO class submarine, rescued the crew of a Dutch submarine O-19 that had grounded on a coral outcropping at Ladd Reef in the South China Sea on July 15, 1945. This was the only submarine-to-submarine rescue ever recorded.



Division 7 Auxiliarists reflect on Memorial presentation by guest speaker, USCG Lt. Cahill.

Photo by Tracey Liston

ry. Each of the maritime organizations cast wreaths in Lake Erie to recognize members who had "crossed the bar" during the past year. The Auxiliary honored two members who had passed away: Thomas Gustin from Flotilla 73 and Michael Piquette from Flotilla

- Virginia Suda
CDR
Division 7

76.

A color guard for the occasion was provided by the Ohio Department of Natural Resources - Watercraft Division. An inspiring presentation was given by USCG Lt. jg Sara Cahill from the Cleveland Marine Safety Unit. Lieutenant Cahill praised the everyday contributions of the active duty Coast Guard, Reservists, and the Auxilia-



USS Cod at downtown Cleveland lakefront

Wikipedia photo

www.eastwind.a092.uscgaux.info

Around the District

Memorial Day Tradition in Division 4

BRADDOCK BAY, NY - On a day of reflection and remembrance, members from several Division 4 flotillas participated in the 31st annual Memorial Day Ceremony at Braddock Bay, near Rochester.

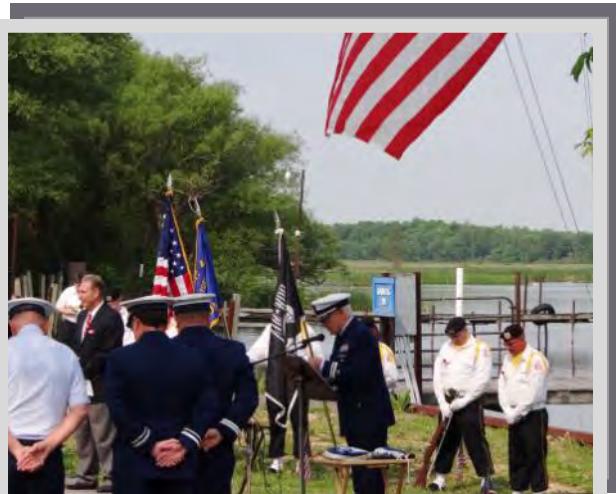
An annual waterfront event, military veterans were honored and remembered. Formerly hosted by Flotilla 45, Division 4 acted as the event sponsor. Auxiliary members from flotillas 42, 44, and 48 participated.

Flotilla 42 Commander Chris Babcock welcomed spectators along with personnel from USCG Station Rochester, local fire/ambulance departments, and numerous elected officials, including New York State Senator Joe Robach.

With the disappearance of former event hosts, Flotilla 45 and Willows Yacht Club, Flotilla 45 IPFC Bob Drost made a special effort to assure that this time-honored tradition continued without interruption by soliciting Division support. The five time New York State Champion Color Guard from American Legion Post 468 supported the effort.

Although thunderstorms threatened early, the event greeted about 100 spectators, who applauded the event participants.

- Mark Thomas
DSO-PB



Event participants reflect on memorial invocation presented by Flotilla 42's John Braund Photo by Mark Thomas

Division 3 Participates in Safety Day



Auxiliarists Perry Figliotti and Alan Ohms (L) discuss the importance of always wearing a life jacket with children of a boating family

Photo by Anne Dystra

www.eastwind.a092.uscgaux.info

LEWISTON, NY - On July 14, members of Flotilla 32 and Flotilla 35 teamed up to participate in the first ever annual Safety Day sponsored by the New York Power Authority. The event took place in a tree-lined park at the Niagara Power Project overlooking the lower Niagara River.

Auxiliary members spent the day interacting with the general public providing guidance on various boating safety topics. The Auxiliary information display was well stocked with boating safety information and included a variety of educational pamphlets focusing on paddlesports safety. An Auxiliary facility was also on display that attracted a great deal of attention.

-Paul Leuchner
ADSO-PB
Paddlesports

Around the District

Luther Sharp Remembered by Division 4

SODUS POINT, NY - Members of Division 4 celebrated the life of Luther L. Sharp, Coast Guard Auxiliary member for over 36 years. Luther was a chartering member of Flotilla 47 (Canandaigua), and member of Flotilla 44 (Sodus Point) at the time he passed over the bar in March of 2012.

Luther was instrumental in the growth and strength of Division 4. He was active in Operations, Vessel Examinations, Public Education, as well as

acting as a QE until he retired from that appointment two years ago. In addition, he was one of a very few Auxiliarists to have received the high honor of being pinned an Honorary Chief Petty Officer from the United States Coast Guard. Luther held elected and appointed positions at the Flotilla, Division and District levels throughout his career. Luther's cremains were laid to rest July 22 near Sodus Point off Chimney Bluffs. OIC Station Rochester and AUXOP Station Sodus Point Carey Jung was at the helm of the 47-foot motor life boat in the midst of a sea of Coast Guard and Auxiliary personnel which came from all over Division 4 to accompany their friend and mentor to his final resting place. Fellow Auxiliarist Pastor Joe Jung (Flotilla 47) offered the benediction and committal. TAPS was played by bag piper and friend Dave Linder (FC-44) as Luther's ashes were committed to the deep blue waters of Ontario.



Friends and family respectfully look on while Luther's son, Stephen, commits Luther's cremains to the sparkling blue surface of Lake Ontario - off Chimney Bluffs

Photo by Robert Meyer

A sea of roses were cast afloat by family and friends as Linder piped "Amazing Grace." Fellow Auxiliarist Command Pilot Robert Fratangelo flew overhead making the tribute complete.

- Sandra Bauch
FSO-PB
Flotilla 44



Flotilla 48 Supports 34th Annual Hobie Cat Regatta

HAMLIN BEACH, NY - Hosted by Hobie Cat Fleet 295 of Rochester (NY), 32 catamarans gathered on August 4 and 5 for the 34th annual Hobie Cat regatta with event safety patrols provided by Flotilla 48. The regatta features one design catamaran racing, with Hobie Cat brand catamarans ranging from a simple single sail 14-foot class to sophisticated 18-foot cats with state-of-the-art racing technology.

The competition has been held at Hamlin Beach State Park for 31 years. Flotilla 48 has supported the event every year at that venue.

- Mark Thomas
FSO-PB
Flotilla 48

The event has a stellar safety record, due in part, to 48's safety patrols and Securite broadcasts.



Photo by Mark Thomas
Hobie Cat racers speed at up to 30 mph at Hamlin Beach event

Around the District

New Ensign on the Bridge from Flotilla 76

NEW LONDON, CT - One of the most rewarding parts of being a Coast Guard Academy Admissions Partner is working with the young men and women of our area as they seek and gain admission to the Academy and then following their path as they continue through the four-year program. This process becomes even more special when the first student you are able to work with is your son and a fellow Auxiliary member.

Flotilla 76 member Matthew K. Stroebel became Ensign Stroebel on May 16, 2012. Matt graduated as a member of the Class of 2012, where he majored in Mechanical Engineering.



Proud parents, Ken and RoseAnn Stroebel, update their son's uniform to reflect his newly commissioned rank of Ensign

Photo by Chuck McCarthy



ADM Paap congratulates ENS Stroebel on his Academy accomplishment

Photo by Ken Stroebel

Matt began his career in Team Coast Guard by joining the Auxiliary at the minimum age of 17. He learned about the ways of the Coast Guard, and in particular a small boat station, through the Flotilla's excellent relationship with Station Fairport and its personnel. With the assistance of Nick Suvak (USCG, retired), OIC for Station Fairport at the time, Matt had the opportunity to interact with members of the station and learn about their experiences while on-board ships and working at other Coast Guard duty stations. Stepping aboard the Station's 47-foot motor life boat and getting the chance to man the helm further solidified his interest in becoming a Coast Guard officer.

The Class of 2012 included 230 new Ensigns and three foreign students who will join their respective military services. The commencement address was given by Secretary of the Department of Homeland Security, Janet Napolitano.

Ensign Stroebel reported to the USCG Cutter Orcas (Coos Bay, OR) during the final week of June, where he will be serving as the operations officer aboard the Island Class Cutter.

- Ken Stroebel
FSO-MS
Flotilla 76

WHAT IS EVERBRIDGE ?



Everbridge is the system the Auxiliary uses to automate communications with members. The system can be used for routine communications and emergency communications during an incident or disaster.

Find out more on Page 21.

Around the District

Flotilla 22 Celebrates 70 Years in Ithaca

ITHACA, NY -- Division 2's Flotilla 22 was formed in 1942 with Ray W. Robinson as commander. Then, as now, the primary goal of the auxiliary was boating safety.

For the past 70 years Flotilla 22 has been contributing to the Ithaca community through boating safety courses, vessel

Safety checks and public education. Special courses have been developed to help facilitate training of Ithaca Fire Department members who would use their firefighting vessel on Cayuga Lake.

The flotilla has fostered cooperation with Ithaca Power Squadron and the N.Y.S. Park Police. The base has been used for the N.Y. State Law School, and boasts a newly



developed liaison with the Boy Scouts' Sea Scouts (Ship 25, BSA, Dryden, NY.) The Flotilla offers the Sea Scouts training, a facility to meet and dock space in exchange for the Scouts performing tasks at the base to meet their public service commitments.

Cora Bangs
FSO-PB, Flotilla 22

Members Support Station Oswego During Harborfest

OSWEGO, NY -- Coast Guard Auxiliary members provided support for Coast Guard Station Oswego during the annual Oswego Harborfest July 27-29.

Division 2 Commander Helen Lou Cummings and Flotilla 26 Commander Bill Cummings together provided nearly 80 hours of AuxChef support for Station Oswego, treating active duty and reserve personnel to breakfast, lunch and dinner Thursday, Friday and Saturday, and wrapping up with Sunday breakfast. Helen went up Wednesday night to start the baking process and Bill followed on Thursday. (Her cream puffs were a big hit.)

The couple then joined other Division 2 members to conduct a four-hour night patrol Saturday in support of the fireworks in Oswego Harbor. Other crew members were: Flotilla 2-14 Vice Commander Mike Kennedy, Flotilla 24 Vice Commander Deb Somers and Flotilla 21 Member Steve Bollenbacher. During Harborfest, Division 2 members also supported Operations by patrolling Oneida Lake. Flotilla 2-14 Commander Rick Kunz and flotilla members Linda Oltz, Terri Lavergne-Kunz, and Mike Kennedy patrolled west side of Oneida Lake on Friday evening. Rick Kunz and Linda Oltz



Helen Lou Cummings and Deb Somers pose for photo while making preparations to get underway for fireworks patrol.

Photo by Bill Cummings.

returned Saturday evening to patrol with division operations officer John Conroy. Then on Sunday, Flotilla 26 members Dave and Nancy Troutman, Tom and Melaine Paatz, and Vito Masi patrolled the east side of the Lake. Two Coast Guardsmen from Station Oswego joined Flotilla 26 crews to become more familiar with Oneida Lake.

Bob Stronach
Contributing Editor

Joint US-Canadian SABOT Training Spells S-U-C-C-E-S-S



Photo by Kathy Nowicki

It may be the time of year, or just the normal act of welcoming summer here on the St. Lawrence River, but after the SABOT (Standard Auxiliary Boat Operations Training) weekend all the previous training seems to come back just a little bit easier. This year's Division 1 training participants were the US Coast Guard, Canadian Coast Guard and the respective USCG Auxiliary and Canadian Coast Guard Auxiliary (CCGA).

Classroom training had all participating agencies presenting topics. Some of the new topics included were Cold Water Survival by CCG Auxiliarist Steve Palfrey and Equipment for person in the water (PIW) Recovery by USCG Auxiliarist Tim Flack, Division One Vice Commander. Other topics covered were Towing & Optimum Positioning by USCG Auxiliarist Robert Scofield District Captain, Search Patterns by USCG Auxiliarist Joe Welch, Division One Operations Officer. The participation and the knowledge of the presenters was fantastic. According to John Nowicki, Division 1 Commander, "Master Chief Sulski from Station Alexandria Bay answered some great questions providing the proper depth of knowledge in concise answers that I am sure everyone learned something from. He definitely had everyone's attention. We appreciated Master Chief Sulski taking a portion of his limited time to participate in our training weekend."

Further, Nowicki remarked "it was great to have the Canadian Coast Guard from Hill Island participate this year with their Rigid Inflatable Boat (RIB). We got to look at the CCG's RIB and their equipment on board. It

provided everyone a different view of rescue equipment and where it is located on their boat. We had much discussion about additional equipment for our Auxiliary facilities at the end of the day."

The On-Water training was performed with six facilities over the two days. The final exercise was a PIW search executed by all six boats.

Nowicki, noted: "...as in previous years, I believe we have fostered a better operational understanding and confidence between our agencies. I'm very pleased we could continue the training with our neighbors to the North and look forward to next year."



Photo by Kathy Nowicki

Coxswain Robert Simpson and crew prepare to get underway for rendezvous with other SABOT crews

Finally, Division 1 said goodbye to BM3 Mike Gerviss, Liason Officer for the past 3 years and stationed at Alexandria Bay. As Division leaders have repeatedly pointed out, his enthusiasm, knowledge and willingness to include the Auxiliary will be missed as he accepts his new assignment in Virginia.

- *Mark Thomas*
DSO-PB

Guest Essayist



Senior Captain Stoeber has been in the marine industry for nearly four decades - since 1974.

He has worked on the education side of the boating business for over 20 years, teaching Mercury and Yamaha factory service at Seminole State College in Sanford, FL.

Captain Stoeber has been with Regal Marine Industries for 13 years as a Product Information Specialist and Senior Captain. With his training background, he is the trainer for Regal Yacht Delivery Captains.

As the Regal Marine Senior Captain, Frank is also the Delivery Captain for Regal's premier yacht, the 52-foot Sport Yacht, which involves moving boats to/from boat shows nationwide, and customer deliveries of the 52.

Frank resides with his family on the chain of lakes in Clearmont, FL.



Guest Essayist: Frank Stoeber

Senior Captain, Regal Marine Industries

2012: How Safe are WE?

Some of us have seen a number of innovations to make us safer boaters. Industry wide, our ventilation systems and electrical parts have pretty much eliminated explosions. Fuel systems materials have improved to withstand the new oxygenated fuels. Floatation and life jackets that are comfortable have made great strides to stop drowning. Thanks to the Coast Guard Auxiliary, and other groups, safety training is available and comes with an insurance discount to further entice individuals to participate and get the knowledge and skills needed to be safe.

Engines have made major changes in recent times to reduce emissions, improve economy and reduce potential fire hazards. A mandatory program started back in 1995 focused on the outboard product for the emissions side. The plan for the outboards was a step down in

emissions over a period of time. There are several plans that are in place today. Several solutions involve the two stroke models using stratified combustion. Basically this is injecting a highly atomized fuel mixture directly in the cylinders and igniting it with the exhaust ports closed by the piston. The older outboards dumped up to 15% of their un-burnt fuel out the exhaust ports when running.



Volvo Penta 5.7GiE-300 high efficiency engine delivers 300hp and low emissions with three-way catalytic converter

Photo by Mark Thomas

The third solution is the four stroke principal that employs mechanical valves to seal the chamber and get a more complete burn. Four-stroke outboards are not new but the early ones were heavy and made limited horsepower unlike today's models which are fuel injected and some are even supercharged.



Catalytic converter (center left) is now required to be on all gas inboard engines sold in USA to meet EPA emission standards

Photo by Regal Marine

Sterndrive and gasoline inboard engines came into the picture later and steps were taken to reduce their emissions using fuel and timing controls. The latest engine models incorporate catalytic converters that reduce emissions even more and improve runability with today's oxygenated fuels. They have the ability to check themselves to validate the outcome of the combustion and make necessary adjustments. Believe in global warming or not, most would agree, a cleaner environment is better.

So why the history lesson? These new engines do something else that hasn't got much attention:

They are much safer because they produce up to 66% less carbon monoxide!

One of the areas of concern that has pretty much stayed the same is carbon monoxide (CO) poisoning. For several years detectors have been mandatory but most boaters don't know they have to be replaced after 4 to 5 years as the membrane can be contaminated. The detector will sound an alarm to notify replacement but most folks just disconnect them and don't trust them anymore because they don't understand why it is going off or they feel it makes their batteries go dead!

Good boat manufacturers test their product for CO intrusion using a smoke generator in the sump area and the bow anchor locker and inspect inside the cabin for intrusion. The anchor locker is a concern because your neighbor's generator CO could sneak in the drain holes and over the bulkhead if not sealed properly. The best way is to reduce the amount of CO present but has not been achievable before the catalytic converters.

With the catalytic converters on the engines and some generators the levels have been reduced dramatically! I personally have been a victim of carbon monoxide poisoning and feel this is a really big deal.

How safe are we? Better fuel systems, better fire suppression, better safety equipment, better technology and less carbon monoxide! I would make the case, with a knowledgeable captain, we are safer than ever!

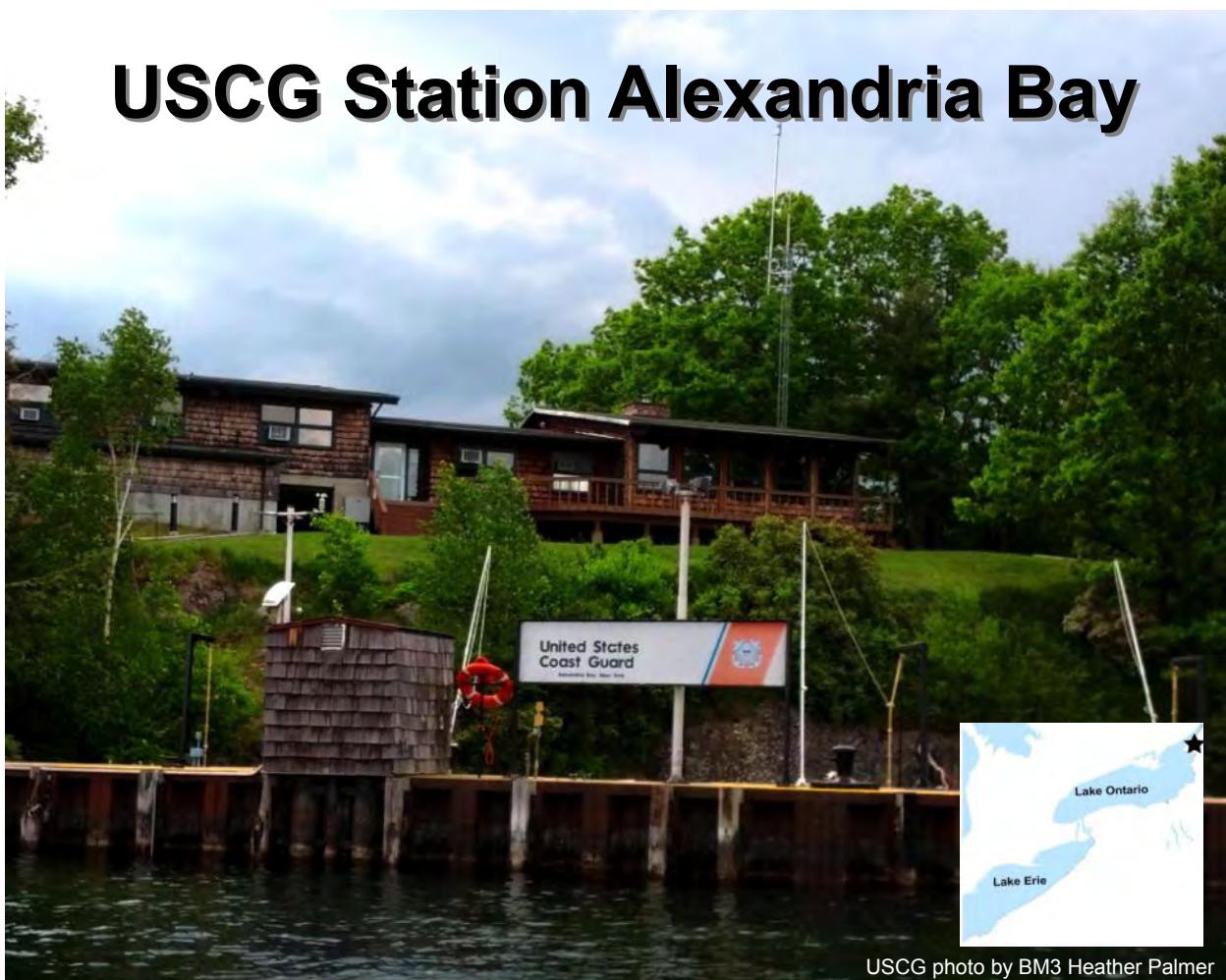


Engine compartment "smoke test" to verify minimal gaseous intrusion into cabin area.

Photo by Regal Marine

CG Stations

USCG Station Alexandria Bay



USCG photo by BM3 Heather Palmer

ALEXANDRIA BAY, NY - The entrance to the Great Lakes is the St. Lawrence River, and the Alexandria Bay US Coast Guard Station patrols and protects the 100 plus mile stretch from Massena to Cape Vincent along the international boundary with Canada.

Coast Guard Station Alexandria Bay is located in the middle of the beautiful 1000 Islands on Wellesley Island across from Alexandria Bay. Previously it was located in an old stone building on the shore of Alexandria Bay that is now the Cornwall Museum. Prior to the late 1990's, it was designated as a SAR detachment station.



Over the past several years, the Alexandria Bay Station has taken the lead in HIV (High Interest Vessel) inspections. These vessels are from countries that may not have the United States' best interest at heart and could possibly be very dangerous when boarded by Coast Guard personnel.

Because the St. Lawrence River is an international boundary line between the US and Canada, the Alexandria Bay Station works extremely closely with many federal, state and Canadian agencies whose first objective is to protect our borders.

CG Stations

The Alexandria Bay Station works with the IBET (Integrated Border Enforcement Team), Ontario Provincial Police, CBSA, Royal Canadian Mounted Police, Canadian Coast Guard, US Border Patrol and US Customs, to name a few. Only a few other stations work with as many different agencies, but none have as large an AOR.

The station is home base for 26 active duty Coast Guardsmen, plus reservists, and three Auxiliary flotillas: Flotilla 11 (Massena), 15 (Ogdensburg), and 16 (Alexandria Bay).

Because the 1000 Islands is a recreational boating area, the population explodes during the summer and so does Alexandria Bay Station's SAR cases (81 in 2011).

Their five facilities (3 - 25' RBS boats, 1 - 24' SPCSW and 1 - 18' airboat) are stretched thin keeping a watchful eye over the 100 plus miles of river.

The station itself has been expanding with the addition of new sleeping quarters completed in 2010 and a new mess hall to be completed by February 2013. A real need will be coming next year for AUXCHEFs to help out the active duty Food Service Officer in the new mess hall.



Photo: Wikipedia

Although known as the "1000 Islands" the area actually comprises over 1,800 islands in the St. Lawrence River as it emerges from Lake Ontario.



During joint training exercise, ABay Coxswain BM3 Gerviss and crew prepare a towing evolution with Aux facility owned by Robert Simpson, FC from Flotilla 15

Photo by Robert Scofield

The Auxiliary also provides all the usual services including boating safety classes, TCT, VEs and patrol boats. The station is the meeting place for Flotilla 16, and Flotilla 11 and 15, located a bit further away, all support Station "ABay" in every way.

Just in front of the Alex Bay Station, in November 1974, the 640-foot "Roy A. Jodrey" ran aground on Pullman shoal and sank. She now rests between 130 - 240 feet deep and is a popular diving spot. To this day, she still needs monitoring for occasional fuel seepage.

The logo of the Alex Bay Station sums up the mission that the men and women of the Coast Guard have to perform: As is shown (opposite), the American flag and the Canadian flag are proudly displayed. Protecting the two countries that border the St. Lawrence River and the Great Lakes must be a joint mission.

- BM3 Heather Palmer
USCG Alexandria Bay
and
Robert Scofield
District Captain

Crews in Action



Tip of submerged boat is at right, with Buoy 113 at far left.

Photo by Coast Guard Station Oswego.

Division 2 Crew Joined Search for Ejected Boaters

Coxswain Dave Troutman got a call from the Coast Guard around 10:55 p.m. Thursday, July 5, about a boating accident on Oneida Lake. By 11:55 Troutman and his Flotilla 26 crew, Bob Newton and Ralph Moore, launched from their base at Sylvan Beach and joined the search for three men ejected into the water when their boat apparently struck a concrete buoy (Buoy 113) some three miles west of Sylvan Beach.

A fourth victim was pulled from the water by people on another recreational boat.

"We participated in the search at the direction of Sector Buffalo... searching just south of Buoy 113," noted Troutman. The crew was out for five hours while another member, Mitch Ford, manned the base and monitored its marine radio.

Coast Guard Station Oswego watchstanders received notification of the accident at about 10:30 p.m. from local 911 dispatchers, a Ninth Coast Guard District news release said. The operator of another recreational vessel reported four people were ejected into the water and was able to recover one of them.

Searchers included a rescue crew aboard a 25-foot Response Boat-Small from Station Oswego, an aircrew from Coast Guard Air Station Detroit aboard an MH-65C Dolphin rescue helicopter; the Auxiliary crew aboard a 28-foot Bayliner cruiser; several Fire

Department rescue crews; New York State Police, and Oneida County Sheriff's Office. A Royal Canadian Air Force Griffon helicopter, dispatched by the Joint Rescue Coordination Centre in Trenton, Ontario, arrived on scene at about 7 a.m.

A dive team from New York State Police located the missing boaters at about 7:45 a.m. Their bodies were turned over to Oneida County Sheriff's Office.

None of the men -- a father and three sons -- was reportedly wearing a life jacket.

"Any loss of life is deeply regrettable," Cmdr. Roxanne Tamez, chief of response at Coast Guard Sector Buffalo, said in the news release. "But, that is why we've forged a strong relationship with our Canadian, state, and local partners to allow us to respond faster and search longer."

"We also strive to educate the boating public to take important safety measures, most importantly wearing a life jacket."

Coast Guard Recreational Boating Statistics show that of the 533 people across the nation who drowned in boating accidents in 2011, 84 percent were not wearing a life jacket.

*Robert Stronach
Contributing Editor*

MULTI-AGENCY EXERCISE ON LAKE ONTARIO

Auxiliary Helps AF Track 'Pirates'

Coxswain Dave Troutman of Division 2's Flotilla 26 never imagined his Coast Guard Auxiliary vessel would be hauling pirates. It did just that June 18-20 for an Air National Guard/Coast Guard/Coast Guard Auxiliary/NY Naval Militia exercise on Lake Ontario.

And it allowed Guard and Air Force forward ground controllers and pilots remotely flying the MQ-9 Reaper to gain valuable experience operating in a maritime environment.

Troutman and his crew (Dale Currier of Flotilla 21 and Flotilla 26 members Bonnie Stilwell and

Nancy Troutman) had guests on board -- Air Force personnel dressed in civilian clothes and carrying small arms. They were pretending to be pirates intent on capturing a civilian ship (played by a Naval Militia boat). But as the pirates shadowed the ship and began to make threatening moves, an unseen Reaper flying at 18,000 feet was directed to target them.

The MQ-9 simulated "attacking them," explained Maj. Patrick Cox, commander of 274th Air Support Opera-



Air Force personnel acting as pirates board a Division 2 patrol boat at Coast Guard Station Oswego. Photo by Dave Troutman.

tions at Hancock Field in Syracuse, where 174th Fighter Wing crews remotely flew the Reaper out of Fort Drum and over the eastern part of Lake Ontario.

Also serving as Auxiliary crew was Division Operations Officer John Conroy, who accompanied Troutman and Stilwell for the nearly eight-hour trip, through eight locks, from the Flotilla 26 Base at Oneida Lake's Sylvan Beach. Flotilla 26 member Vito Masi accompa-

Continued on Page 18.

In 2008, the New York Air National Guard's 174th Fighter Wing began the transition from piloted F-16 fighters to MQ-9 Reapers, becoming the first fighter squadron conversion to an all-unmanned combat air vehicle attack squadron.



MQ-9 Reaper

New Auxiliary Director Comes Fresh from Kodiak

Cmdr. Nathan A. Podoll is the new director of the Auxiliary for the Ninth District. He comes fresh off shipboard duty as executive officer of Coast Guard Cutter Munro (where, while in Kodiak, Alaska this past June, he got to meet Gary Sinise of "CSI: NY" fame, who came aboard with Vietnam-era Medal of Honor recipient Drew Dix to talk to the crew).

A 1993 graduate of the Coast Guard Academy, Commander Podoll has been desk watch officer with Cutter Hornbeam (homeported in Cape May, NJ); a search-and-rescue/law enforce-



ment controller at Greater Antilles Section Operations Center in San Juan, Puerto Rico; weapons officer on a previous stint aboard Cutter Munro. He went on to earn a master's in civil engineering at University of Illinois, and then completed his payback tour at Civil Engineering Unit (CEU) Miami. After that he was executive officer of Cutter Mackinaw, and then taught civil engineering at the U.S. Coast Guard Academy.

Podoll, a native of Indiana, is married to the former Joellen Tryban of Cheboygan, MI. They have a son, Bram.



Photo by Petty Officer 1st Class Sara Francis

Commander Podoll (2nd from right) and Gary Sinise (R) listen to Medal of Honor Recipient Drew Dix (L) aboard Cutter Munro.

Continued from Page 17.

nied Troutman and Stilwell on the return trip.

The exercise was Major Cox's brainchild. It included several scenarios that were repeated, thus allowing AF/Guard crews to rotate for the experience. The Coast Guard and Auxiliary "were critical to us being able to pull this off," Major Cox said.

Another scenario involved the water rescue of a downed F-16 pilot. The MQ-9 spotted the "pilot" -- a Coast Guard dummy floating three to five miles offshore -- and directed a 47-foot Motor Life Boat (MLB) from Station Oswego to the rescue. This was "the first time we've used Reapers with any maritime unit," Major Cox said. "It's unique."



Dave Troutman

For the exercise, "we operated six to eight hours a day," noted Troutman. He and his crew ported at Station Oswego, which, in addition to serving as an operations center, was a pirate base targeted by the Reaper.

Troutman found the pirates pretty convincing as they brandished rubber M16 automatic weapons and rocket launchers. "It was very interesting to work with these guys."

A sight to see, he added, was all the Air Force and Guard personnel decked out in orange life jackets aboard the 47-foot MLB as it responded to the downed pilot scenario. "It looked like a military whale watch."

*Robert Stronach
Contributing Editor*



VICE COMMANDANT CHANGE OF WATCH WASHINGTON, DC



On May 18, 2012 Second in Command of the Coast Guard, Vice Admiral Sally Brice-O' Hara was relieved by Vice Admiral John P. Currier. A time honored Naval tradition, the Change of Watch formally restates the continuity and authority of the Vice Commandant's responsibilities. It involves the total transfer of accountability from one individual to another. By invitation, the Ninth District, Eastern Region Auxiliary was well represented...

Historic Fort Lesley J. McNair, near Washington DC, was where Vice Admiral Sally Brice-O'Hara was relieved by Vice Admiral John P. Currier as Vice Commandant of the United States Coast Guard.

VADM Brice-O'Hara also retired from the Coast Guard after 37 years of service as part of the same ceremony. Harvard educated, coupled with other ad-

vanced degrees, Brice-O'Hara assumed the duties of the 27th Vice Commandant in May, 2010. She

was only the second woman to hold the position.

VADM John Currier, now the 28th Vice Commandant, was commissioned from Officer Candidate School in 1976, and upon completion of flight training was designated a Naval Aviator in 1977. In addition to a multitude of Command



Photo by shipmate
Newly retired Brice-O'Hara (L) with
9ER's Carol Urgola



VADM Sally Brice-O'Hara (L) is relieved by VADM John Currier (R) at a Vice Commandant change of watch ceremony presided over by Coast Guard Commandant ADM Robert Papp (center)

assignments, VADM Currier has logged over 6000 flight hours in fixed and rotary aircraft, making him the current "Ancient Albatross", or longest serving aviator on active duty.

Carol Urgola, Flotilla 48, had worked with Brice-O'Hara on a number of policy initiatives, some of which were implemented after being endorsed by the VADM.



VADM Currier (L) and 44's Bob Fratangelo
Photo by Deb Fratangelo

Bob Fratangelo, of Flotilla 44, and 9ER DSO-AV, has many aviation related ties with VADM Currier.

Both 9ER Auxiliarists agree, the Vice Admirals made a significant impact on their Auxiliary ca-

reers by providing motivation and inspiration, and they were honored to witness this formal ceremony.

- Mark Thomas
Editor, The Eastwind

Skills Bank

Key District Initiatives

Skills Bank and Everbridge

Keeping Your Member Information Up to Date – Online!

As a member of the U.S. Coast Guard Auxiliary, you are expected to keep your member information up to date, particularly your *contact information* (telephone, email, and mailing addresses), and your *Skills Bank* information (occupation, skills, willingness to accept temporary duty, and other similar items). All such information is stored in the U.S. Coast-provided database *AuxData*. Your contact information may be viewed by Auxiliary and active duty members via the password-controlled database *AuxDirectory*, aka *AuxOfficer*. Other, non-confidential information, is available “in the clear” via the online *AuxInfo* system.



Your Skills Bank Data and the Auxiliary Skills Bank

The new (May 2012) Auxiliary Skills Bank is a secure, online dashboard that permits Auxiliary and Coast Guard officials to search for members having particular sets of skills, by area or nationally, to augment the Coast Guard, when a need arises. Criteria that may be used in the search include occupations, declared skills, Auxiliary qualifications, offices held, departments, availability, security status, willingness and ability to travel, unit, sector, and geographical area. The Skills Bank is the first step in the development of a larger program to aid in the entire deployment process, start to finish.

How to Update Your Data

- 1) go to <http://webforms.cgaux.org/forms/7028>
- 2) Enter your member ID and Member Zone password (left hand side). If you don't have one, click on "Obtain or Change Password" and follow the instructions.
- 3) When the form appears, read your information carefully, and make note of what needs to be changed
- 4) To change any of the information, including your *contact information* and *Skills Bank and skills data*, click on the CORRECT THIS INFORMATION button.
- 5) Change any field that needs updating by retyping the data. Follow the pre-existing formatting. Omit any punctuation in names (including spouse), except spaces and dashes, both of which will be converted to underscore ("_"). On right click boxes that apply and at bottom use pull downs to choose occupation and skills.
- 6) When finished, hit the "Submit Changes" button at the bottom. An email is dispatched to your FSO-IS and Flotilla Commander.

For a complete tutorial and instructions, go to

<http://wow.uscgaux.info/content.php?unit=Q-DEPT&category=skills-bank-rollout>

AIMS (Auxiliary Incident Management Systems) through the Everbridge program

WHAT IS EVERBRIDGE ???

Everbridge is the system the Auxiliary uses to automate communications with members. The system can be used for routine communications and emergency communications during an incident or disaster.

Everbridge is the solution of choice for post-incident member life safety and accountability communications. DIRAUX requires that all members are accounted for during an emergency or crisis. Automating this process saves valuable man hours during an emergency. For example, during Hurricane Gustav, District 8CR was able to account for 85% of their 1900 members in less than 30 minutes.

Everbridge simply automates the old manual call tree process.

The Everbridge incident notification solution enables the Auxiliary to meet continuity of operations (COOP) requirements during a crisis, including member life safety and accountability.

The Everbridge system combines the power of multi-modal communications—including landline and cell phone, text, and email—empowering Districts to rapidly and efficiently reach their constituents wherever they are located.

Everbridge is the top job we need to complete well before year end. Please move forward as quickly as possible. Admiral Parks and his staff are holding us accountable for activation of Everbridge this year.

Thank you for your cooperation with this important program!

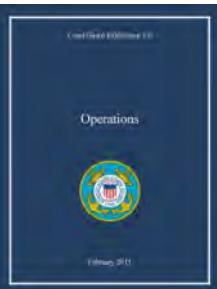
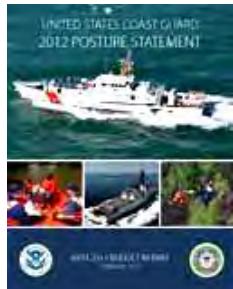
- Michael McGrath
District Captain



"Use of the Everbridge system will provide greater flexibility, focus, and execution to Coast Guard Auxiliary missions directed at securing America's waterways. The Auxiliary will be able to quickly and efficiently alert, coordinate, and deploy personnel in response to any disaster or threat. The Auxiliary appreciates Everbridge's recognition of the importance of keeping our waterways safe and secure."



Hungry
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Knowledge?
Check these out



go to
[http://
www.uscg.mil/
seniorleadership/](http://www.uscg.mil/seniorleadership/)

District Captains

Robert Scofield District Captain

Every once in awhile, I ask myself, "How much good are we doing as Auxiliarists?" Then I stop and think about the items I have seen lately.

For instance, I saw the number of hours that our Divisions completed in the area of RBS. Some of our Divisions achieve more than 20,000 hours per year. That is an amazing amount of volunteer effort.

One can feel confident that somewhere in all those contact hours, an Auxiliarist saved a life or two. They may, also, have kept a boater out of trouble by convincing him/her to wear a life jacket, carry the proper equipment on board, buy a marine radio or tow with the proper size PWC. Auxiliarists will never know the true extent of the "good" they do.



Every time we don the uniform to teach a class, do VEs, go on patrol or inspect a fishing vessel, we are striving to never have to complete another search for a missing boater. That is the "good" we do!



Michael McGrath District Captain

Well, summer is almost over and I'm certainly not looking forward to the fall and winter months other than the Fall conference in September. There will be great fellowship and training in Syracuse and I hope to see a lot of you there.

Coast Guard Mutual Assistance 2012

I would like to thank all of our members for your ongoing support of the CGMA program and your efforts in promoting donations which greatly benefit the "Coast Guard Family".

The Coast Guard Auxiliary donations this year are up almost \$4,000 from last year as of 19 July. Thanks to all of you for your support and donations.

Everbridge Program

We have had 5 e-mail messages sent out to District members thru the Everbridge program it is sent out by USCGAuxAIMS@cgaux.org [conf-919434213@everbridge.net]

In May, June, and July the response has been on these dates:

3 May = 16%, 27 June = 20%, 29 June = 38%, 30 June = 22% and 23 July = 14%

There is definitely more work to be done on this as the response has been averaging about 22%. The program sends out an e-mail to all of District 092 members and I think that the members might not know they need to respond and that they do that by having to click on:

[Please click here to acknowledge receipt of this message](#)

Hope that all have had a great summer and that the fall weather is kind to us so that we can stay on the water longer this year.

If there is anything I can do to assist you just send an e-mail: mcjack31@gmail.com

From the Bridge



Robert Laurer District Chief of Staff

Greetings, District Nine Eastern Region.

It is hard to believe that the Commodore and I have been in these roles for nearly three years! Seems like yesterday, we were elected and set out on a course to improve the overall performance of the District. Early in our watch we put together a 10-point plan to help us do just that. Even though our terms as DCO and DCOS are ending, the District focus on those improvement milestones needs to remain steady. As a District we have made great progress in all areas of the 10 point plan, however, we still have work left to be completed in order to meet our obligations to our members, our stations and Sector Buffalo. Please keep these objectives in mind as you all begin to put together your plans for 2013.

- We must continue to attract the best and brightest staff officers to all levels of the Auxiliary structure to ensure excellence in program delivery.
- We will encourage targeted recruiting techniques to assist the region in attracting new members with surface and air facilities.
- We will improve District communication to insure our strategies, goals and expectations are clearly communicated and understood by the membership of the Ninth Eastern Region.
- We must insure that our members in leadership roles at the Flotilla, Division and District level have been well qualified through a variety of leadership courses and events.
- We shall provide an environment where information flows freely up and down the chain of leadership and management.
- We will provide a plan to assist our non-technical members with the tools and skills to bring them on-line using computers and the internet.
- We will improve our communication and continuity with the sectors and stations focusing our mission paths and deliverables.
- We will use the regional conferences more as platforms for the DSO's to use to train and relay information to the SO's and FSO's, improving program delivery at the deck plate.
- We will deliver the Auxiliary image to the public to help us better compete with other volunteer agencies in attracting new members.
- We will maximize the use of external grants and partnerships that will benefit our members, programs and customers.

If we concentrate on the above objectives, District Nine, Eastern Region will always be in an optimum position to serve all of our members, our customers and the United States Coast Guard. Your work as volunteers makes the United States Coast Guard Auxiliary the finest volunteer organization on the planet, thank you for all you do.

*- Bob Laurer
District Chief of Staff*

**Department of Homeland Security
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Official Business



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