

EASTWIND EXCLUSIVE

Meteorologist and Storm Tracker

Jim Cantore

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EPIEIKEIA RULES!

Don't let budget frustration
impede your 2014 mission success

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THE EASTWIND

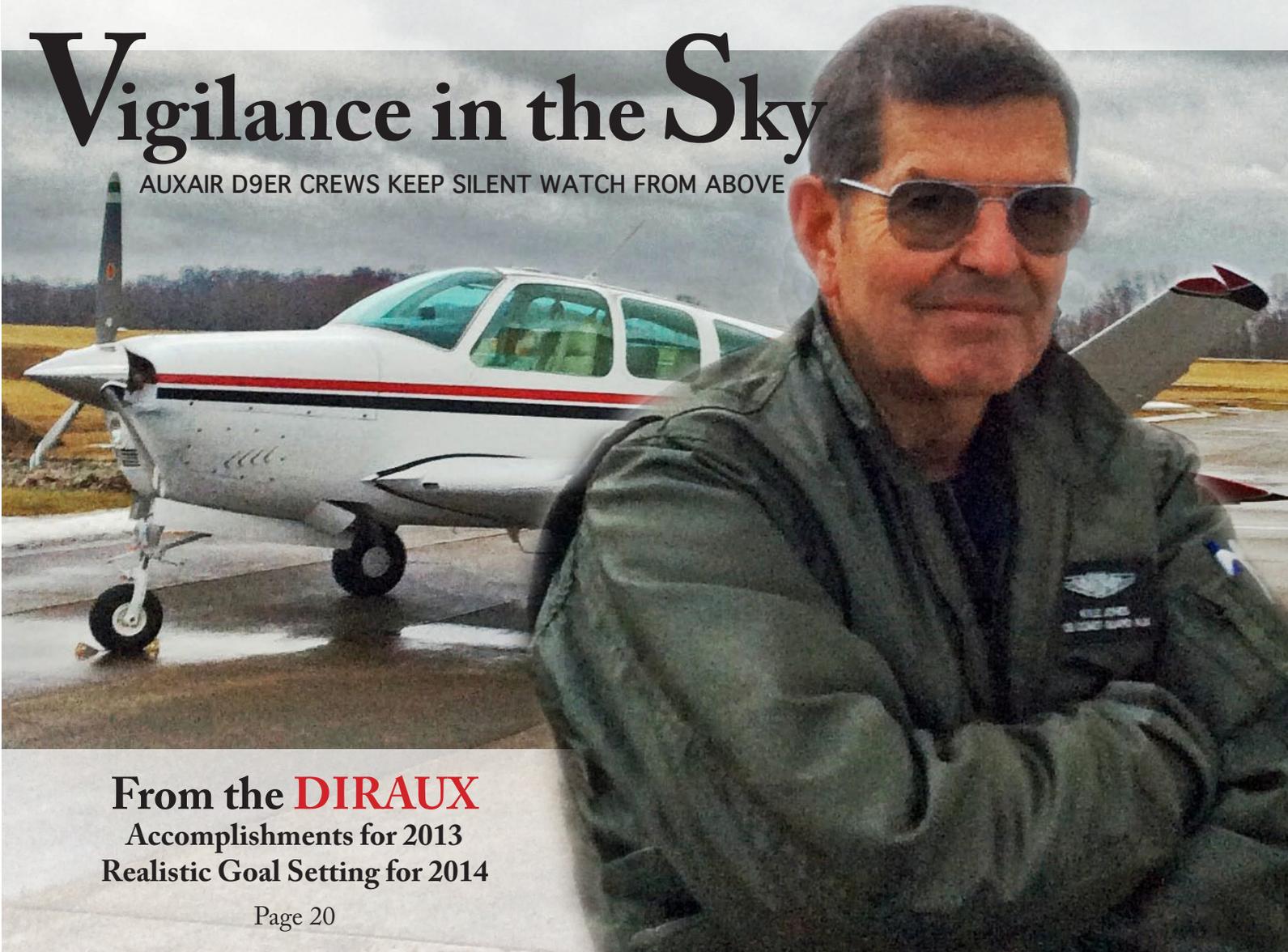


OFFICIAL PUBLICATION OF THE NINTH DISTRICT EASTERN REGION SINCE 1972

UNITED STATES COAST GUARD AUXILIARY

Vigilance in the Sky

AUXAIR D9ER CREWS KEEP SILENT WATCH FROM ABOVE



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Accomplishments for 2013
Realistic Goal Setting for 2014

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District Commodore

Robert Laurer



We are getting ready to embark on a very exciting journey as Auxiliarists over the next year. We have a great staff in place and three exceptional District Captains to help manage 9ER, Tony Ruque, DCAPT R, Joseph Sopko, DCAPT P and Bill Cummings, DCAPT L. This is an awesome team that should be able to hit the deck running in 2014 in support of the active duty, Auxiliary and our boating public. I would like to thank the outgoing officers, District Captains, Robert Scofield and Mike McGrath, Division Commanders, Nowicki, Walkden, Baker and Young; their outstanding work over the past two years has been stellar resulting in superior performance in all the District programs. Many thanks also to outgoing Staff Officers Dan Garcia and Lou Cummings for their efforts in PA and SR. Welcome aboard to the new officers, DCDR's, Tim Flack, Joe Lesniewski and Dave Stobinski. Reporting for duty on the staff is Gina Baldyga as DSO-SR, Robert James Clark as DSO-NS, Mike McGrath as DSO-UPV and Robert Scofield as DSO-CM and Awards Committee Chairman. Also reporting to the staff is Theresa Lavergne as DSO-PA for 2014. Thank you to the Officers who accepted our offer to continue in their roles for another year.

2014 should prove to be more challenging than 2013. With sequestration and potential government shutdown in January, shoal waters are all around us. It is important that we communicate clearly and carefully perform the duties we have been asked to execute and live inside the constraints placed upon us by events like government shutdown and reduction in available funds for Auxiliary operation.

Our focus for 2014 will be Recruitment and Retention, Public Education, Station and Sector Support, Operational Readiness and Member Training. Improvement in our Recruitment and Retention practices will allow 9ER to build and sustain the 10 percent growth we experienced in 2013 and add another 10 to 15 percent over 2014.

Public Education remains one of our key focus areas, especially now that New York has added a mandatory Safe Boating Educational requirement for those born on or after May of 1996. That requirement will stretch the capabilities of the Divisions in New York. We should begin to skill build new instructors right away so the Auxiliary can step in and offer the additional Safe Boating Classes that will be required to teach all the new boaters. In terms of Sector and Station support, all flotillas should connect with their stations and sector, identify the support these areas need from the Auxiliary and begin to put together a plan to assist our active duty partners. We need to train, train, and train, to insure we are operationally ready to support the active duty. 2013 saw Commodore Lew Wargo and his operations staff teach a SABOT "train the trainer" class for all the Coxswains on the east side of the District. Look forward to the same session for the Coxswains on the west side. Our DIRAUX, OTO, DSO-OP and myself, or DCOS, will be visiting 9ER areas of operations during the season to review boat ops and on water training during the soft water season in 2014. I will be in touch with the DCDR's to schedule these visits. A continuous push in 2014 by our Member Training officers is all important to make sure our folks are properly trained to perform the missions we agree to take on.

9ER members, make the best of this hard water season to complete the mandatory training and focus on your areas of qualification to insure you do not become rusty during the long winter months.

Shipmates, thank you for all you have done in 2013. Your performance was stellar. I look forward to 2014 and another great year in service to the Coast Guard, the Coast Guard Auxiliary, and our boating public. See you at the District 9ER Training Event in Akron, Ohio in March.

*- Robert Laurer
District Commodore*

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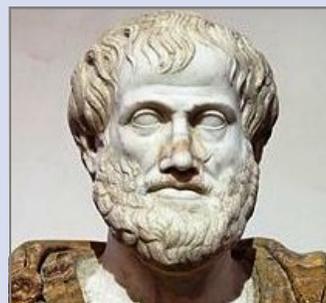


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The Eastwind

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Cover photo: NORTHERN OHIO - Kyle Jones, aircraft commander, Flotilla 7-16, North Cleveland, OH, prepares his Beechcraft V35A Bonanza for an AUXAIR D9ER multi-purpose mission. Jones, a retired Coast Guard Captain, and now flies charter business jets on a part time basis. Photo by Diana Jones

Vigilance in the Sky



Mostly unseen, Air Station Detroit AUXAIR D9ER crews support the Coast Guard mission with silent success

The Coast Guard Auxiliary Aviation program, AUXAIR, is one of the operational programs within the Auxiliary framework. The organizational structure is unique from surface operations, being organized on a district basis, and transcending flotilla or regional boundaries.

The AUXAIR mission is to support the Coast Guard air stations directly - AUXAIR D9ER operational orders come from USCG Air Station Detroit, not from the local Coast Guard station, as is the case with surface operations.

The Air Station Detroit AUXAIR D9ER program currently has 13 aircraft, geographically positioned for quick response to an incident that the Coast Guard deems appropriate for air assets. Just as with surface operations, these air assets are privately owned machines, with stringent federal (FAA) and Coast Guard standards for airworthiness.



AUXAIR crews must also be highly qualified: some pilots having military or commercial experience, and many with well over 10,000 flight hours. The minimum pilot qualification to fly a SAR (search and rescue) mission is 500 hours as Pilot in Command (PIC). Most AUXAIR missions have a pilot and at least one crew member. Crew members could be qualified as air observers (OBS), or as air crew (AC), both having to complete a comprehensive Auxiliary training program.

Train. Fly. Train. Repeat. Safety is serious business in Auxiliary aviation, and safety training has paramount emphasis at both district and national levels. Don Zinner, Branch Chief - Response Aviation Management, summarized the Auxiliary philosophy on safety: "Safety is learned behavior. It demands constant focus and a true commitment from the aviators in our community. To reduce the number of accidents and incidents, *our* training purpose is to mess with people's

heads, make them think, realize and act, rather than react.”

Along with mandatory annual safety training tasks, all pilots and crew must complete “Spatial Disorientation” and “Enhanced Crew Resource Management” training at the Naval Air Station (NAS) in Pensacola, FL. Spatial disorientation is the



PENSACOLA, FL - Designed to deprive AUXAIR crew of normal spatial references, this simulator creates disorientation, allowing aviators to recognize and recover from this condition.

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

inability to determine true body position, motion, and altitude, relative to the earth. Recognizing, and understanding how to recover from this condition, has been a longtime component of military flight training, but is deemed important enough that it is a precursor to most AUXAIR qualifications. One of the most notable accidents involving spatial disorientation would be the fatal crash of John F. Kennedy, Jr, in 1999.

Maintaining currency for both pilots and crew includes an annual swim test (water survival), emergency in-water egress training, and a district aviation safety workshop. This training is sometimes held in conjunction with the FAA “Wings” aviation safety program.



AKRON, OH - USCG rescue swimmer AST3 Nick McConnell (right) from Air Station Detroit assists Bill Bach, aircraft commander, Flotilla 42, Rochester, NY, with in-water emergency egress training.

Photo by Mark Weidmann

Air Station Detroit.

The Ninth Coast Guard District has two air stations: Traverse City, MI, and Detroit, MI. Each station has five MH-65C Dolphin helicopters, full crew, maintenance, and support facilities.

USCG Air Station Detroit AUXAIR D9ER, is the Auxiliary aviation wing of

Air Station Detroit (AS Detroit), the order issuing authority. The challenge for AS Detroit, located 25 miles north of Detroit, on the shore of Lake St. Clair, is the geography of their AOR (area of responsibility). This is where the value of its Auxiliary counterparts becomes clear. The eastern boundary of District 9ER is northern New York, nearly 450 miles from the station.

Photo opposite page: **AKRON, OH - Joe Weatherby III, aircraft commander, Flotilla 61, Akron, OH, prepares his Mooney Ovation 2 for an upcoming AUXAIR mission.** Photo by Joe Weatherby IV, Flotilla 61, Akron, OH



AIR STATION DETROIT - LT Michael Flint (left) explains to Editor Mark Thomas why the Air Station Detroit AUXAIR 9ER program is of such high value to the Coast Guard.

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

In the event of an emergency incident on Lake Ontario, or the St. Lawrence River, it could easily be several hours before a Dolphin rescue helicopter could be on-scene. AUXAIR crews could be on-scene much faster, since they are based and deployed from key points along the south shore of the lake.

This is also true for non-emergency tasks, such critical infrastructure patrols, and other observation missions. Some AUXAIR aircraft can complete a task in much less time than active duty air assets. While a MH-65C Dolphin may have a top end of 200 mph, normal cruising speed is much slower, with a two and a half hour range. Recently, AS Detroit was tasked with an extended mission to observe and report extensive ice flows

and ice jams in the Monongahela River basin. AS Detroit issued orders to an AUXAIR crew with a much faster aircraft (180 + mph, and five hour range) that could complete the task in one day, instead of two days in a slower Dolphin.



AIR STATION DETROIT - USCG MH-65C Dolphin air asset, ready for deployment to flight line.

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

AUXAIR Missions. The AUXAIR basic mission theme is to support Coast Guard Air Station Detroit.

Bob Fratangelo, DSO-AV, explains: “Air Station Detroit often relies on its AUXAIR wing to assist them with ‘first light’ (dawn) SAR searches. Often, a SAR case will be conducted into the evening and through the night hours of a day. All USCG avia-

“...aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect...”

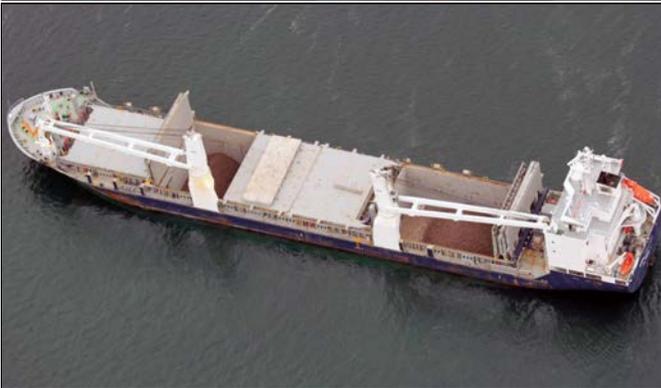
— Captain A. G. Lamplugh, British Aviation Insurance Group, London. c. early 1930's



tors/crews are not allowed to fly more than eight hours at a time. The district SAR controller frequently will ask for a first light SAR search before closing a case. The air station will use its AUXAIR wing to cover the first light SAR search to give relief to the active duty crews who have been flying all night on a case. There are times where a call will come in, at night, and an active duty aircraft is launched and flies all night. The Air Station will then have to bring another crew out to relieve the first for a first light SAR search, or, they can employ their AUXAIR wing to perform the first light SAR search. The Air Station's AUXAIR wing is very popular with active duty crews for this support."

Unless an AUXAIR crew has orders for a specific mission, virtually every patrol undertaken by AUXAIR occurs in a multi-mission environment. These missions may range from ice reconnaissance to logistics and passenger transport. Some basic categories include:

- Search and Rescue
- Maritime safety
- Ports, Waterway and Coastal security
- Waterways management
- ATON verification and updating
- Law enforcement support
- Inter-agency support
- Training
- Logistics support
- Ice Patrols



Small in numbers, but no small impact. Overall, the Auxiliary aviation community is small - District 9ER membership is approximately 1100 members, with 46 members involved in the AUXAIR program. Nationally, there are nearly 32,000 Auxiliary members, with AUXAIR participation comprising about two and a half percent.



Interaction with the active duty Coast Guard is more prevalent than with surface crews. Many times the D9ER mandatory safety training is done side-by-side with active duty aviators from Air Station Detroit, and occasionally Air Station Traverse City.



Traverse City, MI - 2012 Safety Roundup, active duty and AUXAIR crews from D9ER, D9CR, and D9WR
Photo by Joe Weatherby III, Flotilla 61, Akron, OH

The confidence and flexibility to assign AUXAIR crews and aircraft to a variety of missions, gives USCG Air Station Detroit the opportunity to optimize usage of their own assets and personnel. That's the success and value brought by Air Station Detroit AUXAIR D9ER crews and machines.

- Mark Thomas
Editor



Top photo: **Logistics missions provided by AUXAIR crews might include passenger transport, in this case RADM Michael Parks (R), and his aide, LT Scott McGrew on official Coast Guard business, traveling from Minnesota to D9HQ in Cleveland.**
Photo by Kyle Jones, Flotilla 7-16, North Cleveland, OH

Upper middle photo: **Aerial reconnaissance photography of freighter grounding incident on the St. Lawrence River. Note open bay doors to unload and lighten ship. Incidents of this type could have legal enforcement implications, making documentation essential.** Photo by Bob Bialkowski, Flotilla 35, Grand Island, NY

Lower middle photo: **All winter long, ice booms on Lake Erie are monitored by AUXAIR patrols. Analysis determines if repairs are needed. Note maintenance barge, bottom left. City of Buffalo in background.** Photo by Bob Bialkowski, Flotilla 35, Grand Island, NY

Bottom photo: **Observation during a routine winter harbor patrol revealed a potential problem with a moored cargo ship (C/V). Upon inspection by USCG personnel, it was discovered that the C/V engine room had been flooded with 18 feet of water.**
Photo by Bob Fratangelo, Flotilla 44, Sodus Point, NY



USCG Air Station Detroit AUXAIR D9ER crews and machines

A) Dave Cidale, Flotilla 35, Grand Island, NY; Extra Flugzeugbau 300 B) Bob Bialkowski, Flotilla 35, Grand Island, NY; Cessna 172 C) Bruce Burditt and Susan Hayn (right), both Flotilla 11, Massena, NY; Cessna 140 D) Bill Bach, Flotilla 42, Rochester, NY and DCO Bob Laurer (right), Flotilla 16, Alexandria Bay, NY; Mooney M20F E) Owned by Bob Fratangelo, Flotilla 44, Sodus Point, NY; Cessna 150D F) Operated by Lionel Hector, Flotilla 12, Sackets Harbor, NY; Piper Aztec G) Steve Bollenbacher, Flotilla 21, Syracuse, NY; Cessna 140 H) Ken Summer (left), Flotilla 7-16, North Cleveland, OH, and crew; Mooney Ovation J) Bob Taylor, Flotilla 57, Ashtabula, OH; Cessa 182 K) Bob Hampton, Flotilla 16, Alexandria Bay, NY; Cessna 337 Skymaster L) Jim Dale (left), Flotilla 21, Syracuse, NY, LT Moberly, CDR Steven Wischmann (right); Piper Warrior II

Photos courtesy of US Coast Guard Auxiliary AUXAIR archives, District 9ER

Division 2 Hosts Pilot District Conference

From Meetings to On-Water Training...at Lower Cost

Photo by Ed Monaco, Flotilla 61, Akron, OH



Auxiliary crew (right) practices boat-to-boat transfer with the 47-foot MLB from Station Oswego.

OSWEGO, NY - What started out as a plan for Division 2 fall training morphed into a pilot affordable district conference in times of budget cuts and sequestration.

More than 60 people attended the three-day weekend event, Sept. 20-22, including Ninth Coast Guard District Commander Rear Admiral Fred Midgette and Sector Buffalo Commander Captain Brian Roche. The fall "mini-conference" didn't lack for activities, featuring leadership meetings, elections, a banquet, and both classroom and on-the-water training.

On Friday, District Commodore Robert Laurer presided over leadership meetings at the Quality Inn and elections for two open district captain positions. He encouraged division commanders and district staff to remain open-minded about the human potential of all candidates applying for Auxiliary service. He shared an inspirational video about the extraordinary accomplishments of a young man facing significant physical challenges from birth. Commodore Laurer encouraged Auxiliary leaders to be welcoming and keenly focused on the development of individual team-members at every opportunity.

Friday also saw the first day of Auxiliary Food Service (AUXFS) training at Coast Guard Station Oswego. The evening featured fellowship on a covered deck overlooking the Oswego River.

The next day, Saturday, saw a variety of activities at multiple venues in and around Oswego Harbor. First Aid Classes were

held at the hotel, along with an operations briefing for crews preparing for the day's on-the-water exercises. Other groups reported to Station Oswego for "Coastie™" Training and for AUXFS classroom and galley training.

One of the more unique sessions for a district conference was the on-the-water training. Three boats, one from Division 1 (Coxswain Rich Evans), and two from Division 2 (Coxswains Mike Kennedy and John Conroy), participated along with the Station's 47-foot Motor Life Boat (MLB).

"We were very fortunate to have our District Nine OTO (Operations Training Officer), Kevin Kleisath, on board to share his experience and expertise with the boat crews," noted hosting Division 2 Commander John Conroy. "Mr. Kleisath took some of the newer operations-oriented members under his wing and could be seen providing one-on-one guidance to them throughout the exercise. It was quite an experience for them to have such individualized attention from the OTO. We also had the privilege of having our District Staff Officer for Operations, Lew Wargo, aboard. Commodore Laurer and Vice Commodore Ed Monaco were also along as crew."

Added Conroy: "Crewmembers who had never had an opportunity to transit a lock were able to do so. Man Overboard drills were conducted, and the active duty crew came out on the 47-foot MLB to show Auxiliarists how the P6 pump is transferred between boats in a dewatering emergency on the water."

Meanwhile, over at Station Oswego, 13 individuals, after a day of AUXFS classes, were busy putting their training into practice by splitting off into teams to plan and prepare a Sunday Brunch for the district staff and active duty personnel. "The brunch capped off the training, and was followed by a very enthusiastic graduation ceremony on Sunday," Conroy said.

The Coastie Training taught Auxiliarists how to operate the mascot robot "Coastie™", a miniature motorized vessel on wheels with siren and lights as well as a built-in speaker and voice receiver system. "Coastie™ is always a tremendous hit with kids at public affairs events, including boat shows, parades, and public school education programs," Conroy said.

As the day's activities wrapped-up, participants retired to prepare for the evening's formal banquet, held at the hotel, with Commodore Laurer serving as master of ceremonies and Rear Admiral Midgette as the keynote speaker.

The admiral spoke about the importance of the Auxiliary to active duty stations as budget cuts and other challenges continue to present themselves. He thanked everyone for their service and expressed his appreciation for what the Auxiliary does to assist his command, and the Coast Guard as a whole, throughout the year.



Rick Kunz, Division 2 VCDR, at the helm and John Conroy, Division 2 CDR, on the radio during on-the-water exercises.
Photo by Ed Monaco, Flotilla 61, Akron, OH

exists to identify Auxiliarists' qualifications, competencies, and job skills. Admiral Midgette and Captain Roche continued to encourage flotillas to get out to Coast Guard Stations, meet



Commodore Robert Laurer took a moment to recognize Rick Kunz and Terri LaVergne-Kunz, both of Flotilla 2-14, Brewerton, NY, for an outstanding job as event organizers.



Ninth Coast Guard District Commander, Rear Admiral Fred Midgette, praised Auxiliarists for critical support of the Coast Guard.

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

the crews, and to further develop working relationships.

Lastly, the Admiral spoke about Everbridge, the communication tool which the Coast Guard is developing and presently using to notify, and communicate with Coast Guard personnel (active duty/reserve/auxiliary/civilian) during any type of emergency (local/regional/national). It was stressed how critical it is that each Auxiliarist respond to these calls as they go out.

"All in all, it was a wonderful conference and training event," Conroy said. "The event came in well under previous budgets and it is expected that it will be used as a template for future conferences."

The following morning, Sunday, Rear Admiral Midgette and Captain Roche hosted a roundtable discussion and answered questions. The admiral mentioned specific programs such as vessel examinations, boater safety classes, and the AUXFS program as critical to the Auxiliary's role as a force-multiplier for the Coast Guard. Discussion also focused on the importance of each unit having a vibrant recruiting program to add and develop new members. The admiral is looking to improve the database resource which



CWO2 Kevin Kleisath, District 9 Operations Training Officer (left), gives individual attention to crew during District Conference operations training.
Photo by Ed Monaco, Flotilla 61, Akron, OH

*- Robert Stronach
Contributing Editor
and
John Conroy
CDR
Division 2*

'Diversity Champions' from Sodus Point put Auxiliary in Limelight



ROCHESTER, NY - USCG Chief Carey Jung (standing, left) and Division 4 VCDR Dave Linder (standing, right) discuss Diversity in the Coast Guard and the Auxiliary at Division 4's highly attended annual training day.

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

SODUS POINT, NY - Thanks to Division 4 Vice Commander Dave Linder and Coast Guard Chief Carey Jung of Station Sodus Point, Coast Guard Auxiliary Atlantic West has been designated as the Coast Guard's Diversity Champions.

VCDR Linder and BMC Jung, both members of Flotilla 44 (Sodus Point, NY), were cited for joining together to conduct "Understanding Diversity" training for Division 4 in the Ninth District's Eastern Region.

In announcing the honor in November, CAPT Andy Delgado, Chief of the Coast Guard's Office of Diversity & Inclusion, said their "leadership, mentorship, and devotion to duty are exemplary and serve as a great example of the positive impact a small group can have on a community."

They shared personal stories involving bias and stereotyping and how they can have a negative, as well as positive, impact on personal and organizational performance. Jung related a story of a young man of Middle Eastern descent, who after 9/11 joined the Coast Guard. This young man was physically attacked in high school because of his race. The incident changed Chief Jung as a person. Linder, who is also the Division 4 diversity staff officer, spoke of how women where he worked were paid less for doing the same work that their male counterparts were doing. Male and female employees supported a change and worked together with company leadership to ensure that all people received the same pay for the same type of work.

"These two gentlemen talked about biases and stereotypes being a part of the way our brain functions," the Coast Guard announcement said. "We have so much data coming at us, that our brains actually pay attention to a small percentage of it. The rest is sorted by category, so we don't have to think about it. Stereotypes apply to everyone and they affect everyone. Sometimes we 'see' what we expect and are looking for, rather than what is really there. If someone contradicts the stereotype, we may think they are the 'exception' rather than change our stereotype."



"Part of diversity training is to be able to recognize and resolve issues of bias and discrimination. VCDR Linder's and Chief Jung's experiences had a profound impact on their lives, and sharing them during this session assisted AUX members with a better understanding of diversity, their own biases and stereotyping." "These two gentlemen talked about biases and stereotypes being a part of the way our brain functions," the Coast Guard announcement said. "We have so much data coming at us, that our brains actually

(Continued, Page 21)

Auxiliary Nuptials at Coast Guard Station

CLEVELAND HARBOR, OH - On January 4, 2014, Coast Guard Station Cleveland Harbor hosted the exchange of nuptials by Michael Packard and Angela (Gina) Baldyga, both of Flotilla 61 (Akron, OH). In a private ceremony held in the Station's lobby, the event was officiated by USCG Ninth District Chaplain, CDR Jeffery Plummer.

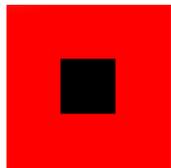
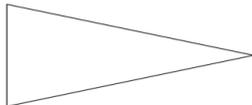
The Packards have donated countless hours, year after year, at Station Lorain and Cleveland Harbor. The 'Gold Side' recognized the couple's extraordinary effort by providing the ceremonial resources for their blessed day.

- Mark Galan
FSO-PA/PB
Flotilla 61
Akron, OH

Mike and Gina Packard at USCG Station Cleveland Harbor Photo by Mark Galan, Flotilla 61, Akron, OH

1913 Great Lakes 'Freshwater Fury' explained at Flotilla 75

CLEVELAND, OH - The Great Lakes storm of November 7-10, 1913, is known as 'The White Hurricane', 'The Big Blow', and 'The Freshwater Fury'. To date, it is the most devastating maritime Great Lakes storm on record, with over 250 lives lost, 12 ships destroyed, 19 ships stranded, and losses of \$5 million in 1913 dollars (\$100 million in 2013 dollars). At Flotilla 75's (Cleveland, OH) November meeting, flotilla members Sarah Jamison and Kirk Lombardy presented a program about the 100th anniversary of the storm. Both of them work for the National Weather Service (NWS) in Cleveland. Jamison is a hydrologist (flood warnings, etc.) and Lombardy is a marine forecaster among his other responsibilities.



Coast Guard and weather bureau offices hoisted the rarely used 'white pennant over square red flag with black center', which signified a major north - west storm approaching.

The 1913 storm was actually two low pressure systems that eventually collided. The storm brought blizzard conditions with hurricane force winds over 75 mph to the Great Lakes. Cleveland experienced a 17.4 inch snowfall in 24 hours, accompanied with 90 mph winds, that resulted with four to five foot snowdrifts and 35-foot waves on Lake Erie. The first storm on November 7 and 8 mainly affected Lake Superior and Lake Michigan. These lakes experienced high winds, heavy snow, lake effect squalls, freezing spray, and high seas. Several freighters were severely damaged and were deliberately run aground.

Such storms usually last one to one and a half days. Based upon this expectation, once there was a lull in the storm ship captains decided to continue their last down bound trip of the season to deliver grain, iron ore, and coal.

The second storm occurred November 9-10 and it was the result of a developing storm moving up the east coast off the Outer Banks of North Carolina. The weather forecasters of that era did not have the knowledge about an upper air turbulence that ultimately contributed to the severity of the storm.

In the fall, the waters of the Great Lakes are relatively warm. Consequently, when cold air passes over warm water, the air becomes unstable and forces stronger winds aloft down to the surface of the water. This frequent combination gives rise to the 'Gales of November.' In 1913, the weather bureau forecasters sent gale warnings via telegraph to more than a hundred stations along the Great Lakes. Volunteers would display flags and lanterns to warn sailors of deteriorating conditions. The warnings were usually hoisted twelve to twenty-four hours before a storm. For ships leaving port and once out of the sight of land, there was no access to additional storm information. At the time, the weather bureau issued reports at 0800 and 2000. Today, forecasts are updated at least four times a day.

Meteorologists at NWS Detroit, led by Science and Operations Officer Dr. Greg Mann, were able to produce a model simulation of the White Hurricane over the Great Lakes. As stated in 'Remembering the November 1913 White Hurricane' posted on Nov. 7, 2013, they used historic Weather Bureau documents combined with information from the Twentieth Century Reanalysis provided by NOAA's Physical Sciences Division. One can approximate what the wave and wind conditions were during the storm's peak using this simulated storm forecast. The results and analysis of the simulation are available in a special presentation produced by NWS Detroit.

- Virginia Suda
VCDR
Division 7



Honor Flight for Division 4 Veteran

ROCHESTER, NY- Bern Oseroff, 2013 Commander, Flotilla 47 (Canandaigua, NY) joined an Honor Flight to view the war memorials in Washington, DC, on October 19. Even though Oseroff was the only participating Coast Guard veteran on the flight, he was greeted with a Coast Guard color guard when departing ROC airport.

The Honor Flight network is a not-for-profit organization that transports senior veterans, free of charge, to visit and reflect at our nations memorials in Washington, DC.

- Preston Pierce
FSO-PB
Flotilla 47
Canandaigua, NY

Bern Oseroff (right) and his Honor Flight host Richard Stewart, ready to depart Rochester (ROC) airport.
Photo courtesy of Honor Flight



History of the US Coast Guard *'Racing Stripe'* Emblem



In the modern history of the United States Coast Guard, there has been a rapid shift from mistaken identity and anonymity, to a recognizable brand identity. One case provides a perfect example of this mistaken identity. On ocean station in October 1956, the USCG cutter Pontchartrain held responsibility for coming to the aid of a downed trans-oceanic passenger aircraft. On the 19th, the Pan American clipper *Sovereign of the Skies* lost two of its engines *en route* from Hawaii to California. After the aircraft radioed the cutter and ditched nearby, the cutter sent out its small boats and gathered up all thirty-one passengers and crew. One survivor no sooner gained the safety of the cutter's deck, when he gratefully exclaimed, "Thank goodness for the Navy!" Unfortunately for the Coast Guard, this case was one of dozens in which the service seemed unrecognizable to the public it served.

Jack Kennedy was acutely aware of the importance of imagery, having relied heavily on image-building in his successful 1960 presidential campaign. When they moved into the White

House in 1961, the president and the first lady began an effort to re-make the image of the presidency. With the aid of professional designers, First Lady Jacqueline Kennedy completed the redecoration of the White House interior. The Kennedy's also met with architects to direct the design and renovation of buildings surrounding Lafayette Square, a park located next to the White House.



Kennedy next undertook a re-design of the presidential jet, Air Force One. The president believed an initial design and paint scheme provided by the Air Force as too regal looking, so on the advice of the First Lady, he turned to French-born industrial designer Raymond Loewy, whose work

had been recognized the world over during the post-war period. Loewy's Air Force One design won immediate praise from Kennedy and the press and the aircraft became an important symbol of the president and the United States in official visits across the country and overseas.

Delighted by the look of Air Force One, Kennedy granted Loewy's request for a meeting on May 13, 1963. During the

meeting, and another the subsequent day, the men discussed improving the visual image of the federal government, and Kennedy suggested the Coast Guard as an appropriate agency to start with. Shortly after the meetings, the design firm of Raymond Loewy/William Snaith, Inc. received a contract for a ninety-day feasibility study and, in January 1964, the firm presented its findings to Coast Guard leadership.

With its experience in designing industry trademarks, Loewy/Snaith recommended the Coast Guard adopt an identification device similar to a commercial trademark. The firm believed the symbol should be easily identifiable from a distance, easily differentiated from other government or commercial emblems or logos, and easily adapted to a wide variety of air and sea assets.

The Coast Guard established an ad hoc committee to work with Loewy/Snaith on the project and, on June 19, 1964, the Coast Guard signed a contract with the firm to “accomplish studies, prepare design efforts and make a presentation of a comprehensive and integrated identification plan for the U.S. Coast Guard.” On March 21, 1965, during an all-day session at Coast Guard Headquarters, representatives from Loewy/Snaith presented their findings to the service and on the same day Coast Guard chief of staff, RADM Paul Trimble, agreed to proceed with the Integrated Visual Identification Program. During the prototyping process, Loewy/Snaith selected a wide red bar to the upper right of a narrow blue bar canted at sixty-four degrees and running from right to lower left. The Loewy/Snaith team used its own stylized version of the traditional Coast Guard emblem for placement on the center of the red bar. The overall design came to be known as the “Racing Stripe” or “Slash” emblem.

The Racing Stripe design was tested on cutters and facilities in the Coast Guard’s Seventh District in the Florida area due to milder weather conditions and the greater variety of sea assets stationed there. The prototype slash was affixed to the cutters Diligence and Androscoggin as well as a buoy tender, vehicles

and buildings at Base Miami. At North Carolina’s Air Station Elizabeth City, the Slash was affixed to an HH-52 “Seaguard” helicopter, Grumman HU-16 “Albatross” amphibian and HC-130 “Hercules” fixed wing aircraft.



Photo above: **USCGC Pontchatrain, circa 1959** US Coast Guard photo

Photo opposite page: **NORTH ATLANTIC OCEAN - The Coast Guard racing stripe on the USCGC Eagle reflects off deep blue water on an unusually tranquil day. Eagle debuted its new racing stripe at Op Sail '76 (1976), making it now one of the most recognizable tall ships in the world.**

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



BOSTON, MA – Easily identified as US Coast Guard by the racing stripe, HU-25 Falcon and MH-60 Jayhawk, fly past USCGC Eagle off the east coast, near Cape Cod US Coast Guard photo

On May 4, 1966, the service’s *ad hoc* committee for testing the Visual Identification System sent to the commandant a favorable report regarding service-wide use of the Racing Stripe. During the prototyping process, the Coast Guard’s selection committee decided against the Loewy stylized shield and opted for the service’s traditional shield emblem instead. While the plan received the stamp of approval, details remained to be ironed out over the next several months. By early spring of 1967, most outstanding issues had been resolved, including the type-font for lettering and exact paint color specifications. On April 6, 1967, Commandant Edwin Roland issued Instruction 5030.5, which ordered service-wide implementation of the Integrated Visual Identification System and ended four years of study and experimentation.

The adoption of the Racing Stripe initially met with resistance from the Coast Guard’s service culture. However, over the course of the late 1960s and early 1970s, the symbol spread to every maritime and aviation asset in the service. By 1975, the Coast Guard’s sail training ship Eagle remained the last service asset not sporting the emblem. Traditionalists had long held that the Racing Stripe would destroy her classic lines and opposed application of the emblem since the late 1960s. However, with preparations underway for Operation Sail 1976 to celebrate the nation’s Bicentennial and Eagle to serve as the host ship, Coast Guard leadership saw an opportunity to present the service’s brand identity to the world by distinguishing Eagle from the other tall ships. The Racing Stripe received the public stamp of approval when CBS news anchor, experienced sailor and OpSail TV commentator, Walter Cronkite, singled out Eagle and her Racing Stripe logo with approving remarks.

Since the 1970s, the Coast Guard Racing Stripe and color scheme has been applied even to assets not commonly associated with the service. With alterations in coloration and angle, the Racing Stripe has become a symbol for sea service vessels at the federal, state, county and municipal levels throughout the U.S. and for scores of foreign sea services.



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

Now, for over forty years, the service and its missions have been associated with the Racing Stripe symbol and its unique color scheme. During this time, the U.S. Coast Guard has served throughout the world and collaborated on variety of levels with foreign coast guards and sea services. These activities include training, international patrols, liaison personnel, and advisors to foreign sea services. And in recent deployments,

such as Operation Iraqi Freedom and the recent deployment of Cutter Dallas during the war between Russia and Georgia, the presence of Coast Guard cutters with the Racing Stripe and traditional color scheme has proved a de-escalating influence in high-tension maritime missions. This international engagement has spread the service's reputation and brand identity throughout the world.



US Coast Guard photo

Easily adaptable to a wide variety of assets, the US Coast Guard racing stripe emblem provides distinctive identification, worldwide.

The Integrated Visual Identification Program stands as the most successful branding program of any federal military agency and possibly of any agency in the United States government. Future service assets will continue to feature the coloring and emblem developed over forty years ago to identify the Coast Guard and distinguish it from other federal sea services.

Where many could not identify the Coast Guard's assets before it adopted a brand identity, most individuals connected with the water do now. Some of this trend must be credited to the missions carried out by the Coast Guard around the clock and the sort of operations in which it serves, however, much of that recognition should also be credited to the Coast Guard's adoption of the Racing Stripe symbol. Thanks to a visionary president; talented industrial designers; and strong Coast Guard leaders, who saw the importance of a brand identity for the service; the assets of the Coast Guard are now easily identified by Americans and thousands of foreigners connected to the sea.



- William H. Thiesen, Ph.D.
Atlantic Area Historian
US Coast Guard

Did you Know?

Historically Speaking ...

Lloyd Bridges was a member of Coast Guard Auxiliary in the 11th District, and did a number of public service announcements for the Coast Guard. He was latter appointed an honorary commodore.

Bridges was perhaps best known as the television character "Mike Nelson", the star of 'Sea Hunt' (1957-1961). Bridges trained as a dramatic actor and starred in a number of television series and over 150 feature films. During WWII he left Columbia Studios to enlist in the Coast Guard, and returned to acting after the war.

He was the father of actors Beau Bridges and Jeff Bridges. Lloyd Bridges died of natural causes in 1998, at the age of 85.



'Commodore' Bridges invites all boaters to take a safety course before heading out onto the water.

US Coast Guard Auxiliary Records photo and caption

EPIEIKEIA RULES!

Common Sense Rules!

Epieikeia is not my latest nursery rhyme for use in describing the prescribed Coast Guard vision statement (e-i-e-i-o for the Great Lakes Maritime Strategy). Epieikeia was described by Aristotle as “favoring natural justice over strict interpretation.” COMMON SENSE RULES! EPIEIKEIA RULES!

I came across EPIEIKEIA in an article regarding the 30th anniversary of the Pine Tar Game this past July. To refresh your memory, on July 24, 1983, George Brett had just hit a two-out, two-run homer off of “Goose” Gossage in the ninth inning to put the Kansas City Royals in the lead 5-4 over the Yankees. However, the umpire ruled that his homer was nullified because the pine tar on his bat was more than 18 inches above the handle. Some of us still remember the outrage that erupted from George Brett that day.

I’m sure that we all have felt George Brett’s rage at one point when faced with the constant barrage of rules and regulations that has dampened the joy in performing Auxiliary functions. Case in point would be the restrictions regarding Coast Guard funded travel for Auxiliarists to attend meetings or training that has been proven to enhance Auxiliary support of the Coast Guard.

Yet, in spite of these impediments, you have exceeded all expectations in carrying out your Auxiliary missions. Your common sense approach to problem solving has cleared the path to your success as evidenced by the numerous awards and accolades that many of you received for your performance this past year. Congratulations and thank you for all that you do!

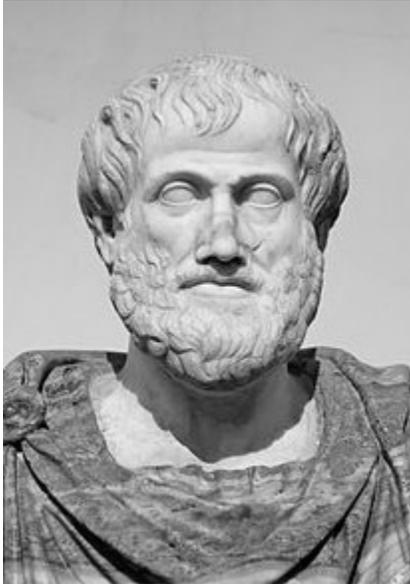
To recap, the umpire’s decision to nullify Brett’s homer was overturned by the American League president and both teams were ordered to resume the game within days of receiving the protest from the Royals. The American League President’s rationale was that the umpires were correct in enforcing the rules as written but decided that the rules needed clarification. He noted the intent of the rule was “simply to save money on balls by curtailing the excessive use of pine tar and not to deny the batter a competitive edge.”¹

As such, baseball, its fans, George Brett, the Royals, and reason won out over the Yankees. Certainly something to celebrate and also to ponder as we move forward into the next fiscal year where I expect most of the previous year’s rules and regulations will remain in effect.

The intent of the rules regarding travel and training is to save money and to reduce the opportunity for waste, fraud and abuse; not to deny the Auxiliary its competitive edge. By all means, the Coast Guard will continue to seek clarification when determining the best way to support the Auxiliary and, in turn, the Coast Guard while adhering to the rules.

Rear Admiral Midgette recently recounted the following mantra to his senior leaders:

- **Communicate**
- **Educate**
- **Appreciate**
- **Associate**
- **Appropriate**



Aristotle Wikipedia photo

Arguments can be made both ways to support this verse with or without a restricted budget hampered by continuing resolutions and sequestration. Either way, Admiral Midgette has succinctly portrayed a formula for success. All I can ask is for you to continue to hit the ball out of the park (excel at mission performance) and politely protest when process triumphs over logic (GAR risk assessment model).

Our office will make every effort to support you as best we can. In any case, **EPIEIKEIA RULES!**

¹“A Win for Common Sense”, Steve Wulf, ESPN.com, July 24, 2013



- Mr. Paul Barlow
Assistant Director of Auxiliary

(Continued, from William Cummings, page 22)

This past Thanksgiving, several of us from Division 2 spent time at Station Oswego as AUXFS preparing and serving Thanksgiving dinner. What a rewarding feeling to see the smiles on the crew faces and knowing what you are doing makes a difference in the morale at the station.

My challenge to 9ER...no matter what your interest is, please take full advantage of this winter season to further hone your skills. Your contributions are greatly appreciated and truly make a difference! (Please ensure that all your hours are recorded within AUXDATA!)

I’m hoping all the members of 9ER had the very best of holiday seasons, and a most joyous New Year!

- Bill Cummings
District Captain
Logistics



Raised in White River Junction, VT, Jim Cantore was born in Beacon Falls, CT, February 16, 1964. He is best known as an on-air personality for The Weather Channel (TWC).

Jim graduated from Lyndon State College (VT) in 1986, and TWC gave him his first job out of college. For over 10 years, Jim has returned to his college alma mater, to provide encouragement and guidance to meteorology students that have an inclination towards broadcasting.

Jim is a sought-after event speaker, and ambassador for the American Red Cross, enabling him to spread the message of preparedness, an issue of vital importance to him that carries over from his work. Cantore is an active supporter of several charities, including FRAXA, the National Fragile X Foundation.

When he's not covering the weather, Cantore's passion for the outdoors is equally evident in his leisure activities, which he enjoys with his two children. He is an avid skier, golfer, and gardener and makes his home in the Atlanta area.



Exceptional Guest

Jim Cantore

Storm Tracker and Meteorologist Personality
The Weather Channel

Sometimes touted as the 'rock star of meteorologists', Jim Cantore is one of the most recognizable of television weather personalities. Jim's passion for weather is evident with his tenacious coverage of severe weather field reporting. He has done live broadcasts in extreme conditions such as Hurricane Katrina, Ike, Gustav, Andrew, and Irene. In 2013, he covered the weather for Discovery Channel's special that featured Nik Wallenda's tightrope walk across Niagara Falls.

Jim has a unique ability to explain complicated weather events in a way that the average viewer can understand. Jim routinely appears on the NBC 'Nightly News with Brian Williams', and the 'TODAY' show. When not in the field, Jim covers the latest forecast and weather news on The Weather Channel's 'Weather Center Live'.

Despite a very hectic travel and broadcast schedule, Jim graciously spent time with me to discuss a subject that is critical to anyone working Auxiliary operations - sea or sky...

- Mark Thomas, Editor



You grew up in rural Vermont. Can you describe when you first had interest in weather, and how you made the decision to make that your career?

Growing up, my family was the most influential factor in my life. My dad always encouraged me to move towards a weather career. He was always talking about me keeping the garage lights on so I could see the first snowflakes falling, and other fascinations I had about weather. Most importantly, his fatherly guidance about a career was "do what you love", and I followed that advice, enrolling in the meteorology program at Lyndon State College, only a few miles from home.

In 2013, you were inducted into the Punxsutawney (PA) Meteorology Hall of Fame. What other weather related awards have you been recognized ?

A few years ago, I was the recipient of the David S. Johnson award from NOAA, for my use of water vapor imagery to explain the presence, or lack of presence, of various weather phenomenon.

The use of this imagery graphically simplifies, for example, an explanation of why 2013 was such a quiet year for Atlantic hurricanes.

As Auxiliarists, whether doing a surface or air patrol, we work as teams, always with multiple qualified personnel to accomplish our missions. Can you describe your broadcast team, as they must endure those same extreme conditions when we see you in the midst of a storm on The Weather Channel?

My broadcast team consists of a producer, one or two cameramen, and a satellite truck operator. So each on-site broadcast involves a team effort, just as your missions do.



Photos courtesy of The Weather Channel

with The Weather Channel, for providing continually broadcast and reliable weather updates. For your surface crews, I'd recommend some sort of way for crews to get weather updates while on the water - particularly for extended patrols of six or seven hours. On large lakes, weather can change quickly, and your boat crews should have some sort of updated weather information available. The solution could be satellite broadcast such as XM Marine Weather, or simple regular weather updates on NOAA weather radio. And, of course, some intermediate level weather training for those making operational decisions.

The Weather Channel features the documentary 'Coast Guard Alaska' (along with 'Coast Guard Florida', and soon, 'Coast Guard Cape Disappointment'). Have you dealt with the Coast Guard during your tenure with The Weather Channel?

I had a chance to tour, and talk with Coast Guard rescue swimmers at their training facility in Elizabeth City, NC. Their training program is impressive, and the conditioning they endure is grueling.

You're well known for doing live coverage from storms all over the USA. What is the most extreme weather situation in which you've done a live broadcast?

I'd have to say it would be Hurricane Katrina, with us broadcasting from Gulfport, MS. Never before had we seen 30-foot storm surges, with full-size cars and dumpsters floating around all over the place. We had to move our satellite truck to higher ground due to originally being parked in the surge zone. Doing a live broadcast during the height of storm hopefully gave our viewers a sense of the on-scene reality.

On the Great Lakes, it seems that most weather comes from the west. Is this true, and if so, why?

Actually, in general, it is true. The air circulation pattern of the jet stream in the mid-latitudes, which includes the Great Lakes, is from the west, bringing with it prevailing weather flow from the west, year around.

Getting off the water to avoid extreme weather is an important decision our operational coxswains need to make, before, and during a patrol. Additionally, our AUXAIR crews have a real need for real-time weather updates, particularly when flying at low altitudes. What would your advice be for positioning our surface coxswains and AUXAIR crews to make good decisions about weather?

Your air and surface crews need to have above an average knowledge about weather, beyond basic Weather 101. For your aircrews, I'd recommend XM WX Satellite Weather, even though it is a subscription service, it has several options for aviation support. XM WX Satellite Weather is a strategic partner

Accepting the reality of global warming (avoiding the ensuing discussion why), how will this global warming trend affect local Great Lakes weather?

I would expect to see an increase in "odd" weather over a given period of time. I don't mean "extremes" but rather anomalies in the averages. Movement of the jet stream can produce more "out of season" weather. A good example would be the number of tornados in November: the average number of tornados for the month is 58...yet in November we tracked over 75 tornados in just one day. It is these kind of statistical oddities that I see a higher likelihood.



USCG Station Buffalo

US Coast Guard photo

BUFFALO, NY - Every single second, roughly one million gallons of water flows past USCG Station Buffalo, from Lake Erie, down the Niagara River, then on to Lake Ontario. Station Buffalo has a rich, historic past, but it also has mirrored the transformation from industrial waterfront to residential and commercial development by the City of Buffalo.

Located on the east end of Lake Erie, near the mouth of the Niagara and Buffalo rivers, USCG Station Buffalo's AOR (area of responsibility) is Dunkirk to the south, and Niagara Falls to the north, with regular SAR missions in Canadian waters. The station is co-located with Sector Buffalo, under completely separate command.

On the property with Station Buffalo is the historic "Chinaman's Light", one of the oldest lights on the Great Lakes (photo above, left center). First lit in 1833, the light was so named because the top of the lighthouse cupola resembled a type of hat worn by Chinese immigrants of that era.

One of the key reasons for Buffalo's rise to a major commercial and financial center was the opening of the Erie Canal in 1825. This provided an all-water passage from the Great Lakes to New York City, transforming Buffalo from a frontier village to a thriving industrial and commercial metropolis. The Buffalo waterfront became one of the busiest ports in the country, and

heavy water-based traffic was the reason why the Buffalo USLSS (US Life Saving Service) station was established in 1877.

Weather has always played a role in the station's history and challenged the men and women who serve at the station. It's not unusual for strong cold winds to blow in across the lake. The November storms that are well known on the Great Lakes even claimed a Lightship that was anchored off of where Station Buffalo now stands.



Lightship LV-82, after being raised off Buffalo, circa 1915
Photo courtesy of USCG Historian's Office

USLSS LV-82 broke from her moorings and sank during the infamous white hurricane of 1913 (see page 11) taking all six of her crew to the bottom with her. Today the men and women of Station Buffalo still wrestle with the weather as they carry



Recently delivered jet drive powered 45-foot RB-M (Response Boat, Medium) at Station Buffalo. USCG photo by BM1 Thomas D'Amore



USCG Cutter Hollyhock, WLB-214, glides past Station Buffalo, making way to the open water of Lake Erie. Photo by Jeremy Lewis, Flotilla 32, Hamburg, NY

out their mission.

The OIC for Station Buffalo is BMCS Craig H. Allain, supported by 22 active duty men and women, and 14 reservists. Marine hardware includes a 45-foot RB-M (Response Boat Medium), two 25-foot RBS (Response Boats-Small) and an ice skiff.

The Auxiliary is also part of Coast Guard life at Station Buffalo. Division 3 flotillas, 32 (Hamburg, NY), 33 (Buffalo, NY), and 35 (Grand Island, NY), and occasionally 31 (Youngstown, NY) all interact with station active duty, providing Operations support and morale activities, such as Thanksgiving dinner at the station. Most recently, at a station family event just before Christmas, children in attendance were delighted as they watched Santa (COMO Doug Cream, Flotilla 33) arrive on one of the station's response boats, and later, gifts were distributed by Santa for one and all.



A child's joy is evident as Santa is rewarded with smiles from BM1 Tyler S. Benson and his two girls. Auxiliarist COMO Doug Cream arrived at Station Buffalo as Santa on the station 25-foot RBS, and distributed gifts to each participating child. USCG Photo by BM2 Alfredo Rangel

On the Operations side, the Buffalo area Auxiliary flotillas regularly participate in joint training missions with active duty and their Canadian Coast Guard counterparts. Lake Erie and upper Niagara River marine events provide opportunities for Auxiliary

crews to put their operations skills to good use in support of Station Buffalo - events, such as the 'Dragon Boat Festival' cancer survivor's charity canoe race, 'Carly's Crossing' charity open water swim event, and 'Thunder on the Niagara' hydroplane race.

With ever growing numbers of recreational boaters and marine events in the Buffalo area, Station Buffalo utilizes Auxiliary facilities as 'eyes and ears' to patrol the waterways of the area. In addition to providing security and exclusion areas as

needed for special events, Station Buffalo also works closely with other federal and local law enforcement agencies, such as Border Patrol and Erie County Sheriff Department.



Primary missions for Station Buffalo are Homeland Security, Law Enforcement, Search and Rescue, and Ice Rescue missions.

- Jeremy Lewis
SO-PB
Division 3

'Thunder on the Niagara' marine event was supported by Auxiliary safety patrols. Photo by Doug Cream, Flotilla 33, Buffalo, NY



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



Happy 2014, Shipmates! I wish you a joyous and prosperous New Year! Wait – let's first celebrate your accomplishments in 2013. What a great year to be an Auxiliarist! Opportunities for service abounded, and you passionately seized them! A few examples include:

- Educating boaters across three states including 2,123 through PE classes and tens of thousands more at educational booths at multiple boat shows and other public gatherings.
- Record participation across the region in the lifejacket "Wear It" campaign as part of Safe Boating Week! You broke the 2012 record, well done!
- An integral part of the third D9 Auxiliary Symposium in Dearborn, MI.
- Patrolling the waters of and educating visitors at the Tall Ships events last summer.
- Professionally representing the CG at Memorial Day, Coast Guard Day, Veterans' Day, and other observances around New York, Pennsylvania, and Ohio.
- In the air and on the surface, answering the SAR call conducting initial and first light searches for mariners in distress, assisting 91 and saving two lives.
- Supporting Stations, Ships, Sector, and the District with AUXFS augmentation, and more broadly offering fellowship and meals at the holidays too!
- And too many other ways you made a difference to list every single one here!



To the elected and appointed members of the Flotilla, Division, and District Bridge, Thank you for stepping forward to lead. To the outgoing leadership, thank you for your can-do attitudes ensuring each member had opportunities to succeed advancing the Recreational Boating Safety mission, and supporting the CG. Well done. Congratulations to the newly elected Bridge, welcome to your outstanding leadership team. With the passage of the New York state law requiring mandatory classroom education for all recreational boaters, the Auxiliary is poised for even bigger positive impacts! I look forward to your passionate pursuit of excellence improving the Auxiliary together.

You've been a busy, effective part of your communities. How do you do all these tasks safely? By attaining proficiency in your craft. We've been talking about proficiency in a focused way for the last year. Last August, VADM Currier authored an article in the Naval Institute Proceedings on vertically integrated risk management. Vertical what, you ask? Simply put, it's the crew on scene and the Chain of Leadership providing input and assessment of the course of action before a case is prosecuted so everyone has a clear picture of the risks vs. gains of the intended plan. It's something we already do, and need to continue the conscious decision to articulate it so everyone understands the "why" behind the "what". When the situation on scene requires deviation from normal operations, understand the new risks the deviation creates, and the benefits (if any) gained. Plan a return to normal operating conditions as soon as possible. Involving the Chain of Leadership in the discussion provides those on scene the benefit of leadership's experience. Leadership may also have other options/assets to best execute the mission and optimize everyone's safety.

Every mission the Auxiliary undertakes benefits from risk management, for example:

- Securing Coastie™ properly for transit,
- Determining personal fatigue level before getting on the road with a trailered boat (maybe 10 winks in the parking lot is the right answer to get home safely)
- Watching for when water temperatures drop to dangerous levels, and it's time to stop surface patrols on Lake Ontario and Erie, and conduct air patrols within easy gliding distance to land.
- Cancelling the school presentation outright because travelling conditions are too severe for the expected gains, and the event can be rescheduled.

(Continued, page 21)



Joseph Sopko
District Captain, Prevention



Greetings Shipmates! I would like to begin by congratulating Bill Cummings on his election and Tony Ruque on his re-election as District Captains. I am excited to be a part of our District's Senior Management Team led by DCO Bob Laurer and Ed Monaco, District Chief of Staff. It will be much easier to learn the new ropes following in the able footsteps of Mike McGrath, District Captain, and in the company of these colleagues. My assignment this year will be working with our District Staff Officers in the field of Response. They include Communications Systems, Public Education, Program Visitor, Vessel Examination, Public Affairs, State Liaison Officers and Coastie™ Coordinator. These are all worthy missions that can help prevent that next SAR case.

Ben Franklin's oft quoted "An ounce of prevention is worth a pound of cure" is certainly as true for us today as it was in his time in all areas of life, at home, work and on the water. This should especially be true when we proudly don the uniform and become visible to the public as members of

Team Coast Guard.

We all bring our own history to our Coast Guard Auxiliary life and I am no exception. As many of you may know, I am still a practicing physician who works in intensive care units and with patients chronically on mechanical ventilators. Here I see on a daily basis people who are brain injured or paralyzed, unable even to breathe off of a machine because of a fall or other trauma which in most cases was preventable. And what is the most common injury sustained by Auxiliarists on patrol? You guessed it, I'm sure: falls. And we all know that 95% of boating fatalities would be prevented by wearing life jackets and zero alcohol consumption.

I am going to conclude by humbly suggesting that the Coast Guard Auxiliary and the Prevention Mission become a way of life for us all. Practice situational awareness on your boat and in your car. Do your preventive medicine; get your vaccinations, flu, pneumonia and hepatitis A if indicated. Be an example for others.

As one of my AMLOC instructors once said, "Who rescues the Coast Guard?" Be safe out there. The Coast Guard, and its Auxiliary need all of you.

- Joe Sopko
District Captain, Prevention

(Continued from Page 10, Diversity)

pay attention to a small percentage of it. The rest is sorted by category, so we don't have to think about it. Stereotypes apply to everyone and they affect everyone. Sometimes we 'see' what we expect and are looking for, rather than what is really there. If someone contradicts the stereotype, we may think they are the 'exception' rather than change our stereotype.

"Part of diversity training is to be able to recognize and resolve issues of bias and discrimination. VCDR Linder's and Chief Jung's experiences had a profound impact on their lives, and sharing them during this session assisted AUX members with a better understanding of diversity, their own biases and stereotyping."

- Robert Stronach
Contributing Editor

(Continued, From the DIRAUX)

As the Symposium motto states: "Together, we are better". That saying also applies to discussions of risk. Whatever mission you undertake, communicate, communicate, communicate, both with those around you, up your Chain of Leadership, and your active duty counterparts.

Speaking of risk management, there is one other area where the Coast Guard needs your assistance: stopping Sexual Harassment and Assault. Admiral Papp has devoted significant time and resources to this issue during his time as Commandant. The recently concluded District Senior Leadership Group meeting provided active duty and reserve leaders tools to complete training for their units on the topic in the next few weeks, and a mandate from Admiral Midgette to lean forward to get this priority done. I have seen firsthand the devastating effects a sexual assault has on crew members and the unit. It demeans the individual, breaks unit effectiveness including morale, and is counter to our Core Values. It has no place in our organization of lifesavers and guardians. How can you help? While it's tempting to say "I'll know it when I see it", even better is "I know the warning signs of at-risk behavior, and have tools and contacts to positively intervene". The most efficient way to gain said tools is log on to AUX Learning Management System (LMS) today: <https://auxlearning.uscg.mil>, and complete the sexual assault prevention training. It allows you to best help a shipmate avoid being a victim or a perpetrator. Have the courage to be an active advocate for good, and break the cycle that continues to plague our Coast Guard. Your caring concern will pay dividends for many years as those you guide develop as leaders in the Coast Guard and their community, carrying forward your legacy of service!

District Captains



Anthony Ruque
District Captain, Response



Most Coast Guard units need to have qualified Communications Watchstanders on duty throughout the day. For example, the typical Coast Guard Station will have watchstanders in their communications center pulling continual four-hour watches. These watchstanders have other duties. Some are coxswains, boat engineers, or boat crewmen for the station boats. During the four-hour watch this person is not able to do any other type of work, but the required daily work for the station does not go away. It simply gets done after that person's duty communications watch is completed. In many cases the boat engineer will have to do the engine room work on the boats before or after his/her watch, and a crew person will have to mend lines or clean the boat in the same fashion. Oh, let's not forget that these same people are the ones that will need to get the boat underway on a search & rescue mission or law enforcement case. In addition, most small station boats must be underway on patrol every single day for several hours. During the summer months in the Great Lakes, the typical work day at a Coast Guard station can easily be 12-15 hours long.

Here is where we can be of great service to our gold side team mates. Consider getting qualified as a Communications Watchstander. There are no physical requirements. You do not have to take any type of physical training. The qualification process can be done by a typical Auxiliarist in three months or less. Once you have learned the job, and completed your PQS, the OIC will assign an oral board for you. After that, you will receive your qualification letter from that particular Coast Guard station.

If each of our flotillas made a priority of getting one or more members qualified, we could really make a great impact with our local units. It would be great for your flotilla to be able to contact your local unit and let them know that you have one or more qualified watchstanders available to take a watch or possibly even take over the watch duties for several hours during the week-end.

Many times, I have received a telephone call asking me if I can come in to take a watch due to the fact that the station personnel were out all night running search patterns after a flare sighting. After all, somebody still needs to be in that radio room to listen for distress calls, or answer the phones. That person could be you so that the Coasties can get some well-deserved rest.

Your payment for your efforts will be the eternal gratitude of your gold side shipmates. I can tell you without a doubt that you will be a popular Auxiliarist at your Coast Guard unit! You will be a valuable asset to your Coast Guard station.

Take care, be safe, and STAY WARM!!

- Tony Ruque
District Captain, Response



William Cummings
District Captain, Logistics



For us operations folks, 'Tis the season that our boats' are stored, and it seems like a long time until we're back on the water again! Winter can seem endless; with spring just a gleam in our eye!

What a wonderful time of year to take advantage of the hard water season, and sharpen our skills, or learn new ones. For operations, think about taking a plotting course, marlinspike, communications, working on our classroom qualifications for crew and coxswain, just to name a few.

For others it may be public education. This is the perfect time for those working on instructor qualifications and skills. How about working on the AUXOP courses? Check with your Flotilla Commander to see what courses are being taught in your area. I would also encourage you to consider getting certified with our AUXFS program as well. This program allows members that are not operations qualified to interact with the active duty in a very meaningful way.

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District Chief of Staff
Edward Monaco

Make a friend on the Gold side

It was good to see so many of our members at the Fall Conference in Oswego, New York. We did some on the water training and even managed to lock through on the Oswego River a number of times. Overall the conference was a big success. A memorable moment for me came with a comment from District Commander, Rear Admiral Fred Midgette, at a round table discussion headed up by the admiral to discuss any questions or concerns we may have had as Auxiliaries in the Ninth Eastern District. Someone asked the admiral what should we, as Auxiliaries, be doing to assist the active duty Coast Guard, above and beyond our cornerstone activities and responsibilities we typically undertake as active Auxiliaries. His answer was straight forward: "It would be a great help to the active duty men and women, if we could offer our skills and experience, in whatever we do in our daily lives, to assist, teach, mentor, or simply share in some meaningful way, our skills and life experiences, and help our active duty Coast Guard men and women."

Taking his words to heart, Auxiliaries have a wealth of life experience and real-world work experience that can be offered to active duty that choose to take advantage of it. If we are bookkeepers and accountants, we can help them with their organization of finances and balancing their checkbooks. Parents could assist in questions on child raising, and taking care of infants and teenagers. Contractors and construction workers can give guidance for remodeling projects and home redesign projects. But a simple start to being a better Auxiliary, could be with making a friend of one or more active duty Coast Guardsmen, and being there when they may need some guidance as they make their way through their tour of duty in the Ninth Eastern District.

Many of our members are veterans, and giving back in this way can be a meaningful and worthwhile experience. I recently spoke with a friend of mine, who is a veteran of the Vietnam War, and for the past 31 years has visited our War Memorials in Washington DC, missing only five years during that time. Luke Patrino has traveled with friends on Veterans Day to pay his respects to our fallen veterans by visiting not only the Vietnam Memorial, but the Korean War Memorial, and many other locations, including the Lincoln Memorial. This past Veteran's Day was a very special trip for Luke and his companions. As they were leaving the Korean Memorial and sitting on the steps of the Lincoln Memorial, they were approached by a young girl, probably eight years of age. She came up to them and asked if they were veterans. They said yes they were, and she asked them if they would like some candy. She was giving all the veterans and enlisted men and women that she met in Washington DC some of her candy that she brought with her. Her mother, who accompanied her, told the men that her daughter had saved all of her Halloween candy that she got on beggars night, and wanted to give it all away to our enlisted men, women and veterans. Her father served in Afghanistan and is still active in the Air Force. Luke and his companions were moved and impressed with this young lady's simple act of kindness and sharing. This trip to Washington DC on Veteran's Day, is one Luke and his companions will always remember, thanks to the kindness of a young girl and her selfless giving of her candy to an old soldier and his soldier buddies. She made some friends with our country's veterans.

- Ed Monaco
 District Chief of Staff

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

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USCG Auxiliary
“Serving the USCG
and our boating
communities for
75 years”

