

# NAVIGATOR

2ND QUARTER 2020

# EXPRESS



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# HOW WE MAKE A DIFFERENCE IN THE COAST GUARD AUXILIARY

## ➔ Boater Safety Education



The Auxiliary's most prominent role is promoting recreational boating safety (RBS) among the general public. The Auxiliary has several distinct programs that support this mission.

Providing free Vessel Safety Exams to recreational boaters is one of the Auxiliary's longest running and most visible activities.

## ➔ Public Affairs



Public Affairs (PA) assists in publicizing the missions and accomplishments of Team Coast Guard. Public Affairs provides a direct link between the Auxiliary and the public through

recruitment and retention of membership. Public Affairs is important for recruiting membership, and providing boating safety education to the public.

## ➔ Augmenting The Coast Guard



The Auxiliary serves as a force multiplier for the Coast Guard by promoting safety, security, and assisting boaters and paddle-craft using our national waterways, via ports, bays, rivers, lakes, and coastal areas.

Improving recreational boater safety was delegated to the Auxiliary as our "job one". The Auxiliary also directly supports active duty and reservists in carrying out search and rescue, marine safety, waterways management, environmental protection, and homeland security missions.

John Bennett of Flotilla 070-04-05 on PWC Facility Red Rider on St. Johns River in Central Florida. Photo by Rob Westcott.



# ABOUT THE AUXILIARY

The United States Coast Guard Auxiliary (USCGAUX) is the uniformed auxiliary service of the United States Coast Guard (USCG). The Auxiliary exists to support all USCG missions except roles that require direct law enforcement or military engagement. As of 2019, there were approximately 24,000 members of the U.S. Coast Guard Auxiliary.

Established by Congress in 1939, the United States Coast Guard Auxiliary motto is *Semper Paratus (Always Ready)*. We invite you to learn more about who and what we do as members of TEAM COAST GUARD.

The Auxiliary operates in:

- Recreational Boating Safety and Education
- Public Affairs and Community Outreach
- Safety and Security Patrols – Ports/Waterways
- Search and Rescue Mission Support
- Food Specialists for USCG events/ships
- Mass Casualty and Disaster Assistance
- Pollution Response & Patrols
- Commercial Fishing Vessel and Recreational Vessel Exams
- Platforms for USCG Training – Helicopter OPS
- Recruitment for Coast Guard Auxiliary/USCG

In addition to the above, the U.S. Coast Guard Auxiliary operates in any mission as directed by the Commandant of the U.S. Coast Guard or Secretary of Homeland Security. Our mission is to promote and improve Recreational Boating Safety, to provide trained crews and facilities to augment the Coast Guard and enhance safety and security of our ports, waterways, and coastal regions, and to support Coast Guard operational, administrative, and logistical requirements.



# NAVIGATOR EXPRESS

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## NAVIGATOR EXPRESS



Andrew Niquette, BA-AMEB

Roger Bazeley, BC-AME



## LETTER FROM THE EDITORS

**Dreams of coxswain & crew:** ...“I must go down to the seas again, to the lonely sea and the sky, And all I ask is a tall ship and a star to steer her by, And the wheel's kick and the wind's song and the white sail's shaking.” *Ref: SEA FEVER, by John Masefield.*

Are you looking out the window of your apartment at the bay or from shore afar as recreational boats, passenger ferries, fishing vessels and commercial ships ply our navigable waters and wanting to join the action and being on an Auxiliary patrol facility as an Auxiliary coxswain or operational crew member? How about taking part in search and rescue (SAR) missions, USCG helicopter basket hoist training operations, pollution patrol, the Water Way Watch Program, or as a PA photographer documenting an incident response or participating in a disaster survey to support and augment the USCG? Joining the Auxiliary Patrol as a part of the response and boating safety programs as a facility coxswain, crew, or Personal Watercraft Operator (PWC) as a trainee is your qualification path!

This and other articles highlight part of the broad base of Auxiliary activities and special training programs available to our approximately 24,000 Auxiliary members. These activities and training opportunities are an ongoing crucial part of the mission goal of being America’s Volunteer Guardians. During these critical mission times impacted by the COVID-19 pandemic, which has temporarily sequestered non-critical/non-essential group activities, we can still participate in producing publications, internet flotilla and fellowship meetings, plus online learning and training activities. Importantly, we can stay active and relevant in supporting our missions’ preparedness for when we all return to our essential duties and service.

On a serious note; our main mission is to produce a publication that is current, informative, that also educates and motivates our fellow shipmates. In light of our membership demographics, vulnerability to the COVID-19, and ordered stand down, we urge all members to look after each other in calling, mentoring and working on approved online activities to stay prepared, and maintain a healthy sense of well-being and purpose. Many of our members are challenged by health issues and immune system vulnerability. From our heart and souls, many of us owe our own survival, longevity, and health maintenance to being a part of the USCG Auxiliary family. We are all *America's Volunteer Guardians* by serving in the USCG Auxiliary, which is also our life saver and maintainer of self-purpose, healthy mindset and spirit. We all serve our country with pride and passion as Team Coast Guard.

In this Q-2 issue, we start with Auxiliary patrol coxswain and crew qualifications in a diagrammed graphic design format created by our Layout/Design Editor Andrew Niquette. We continue to be current and emphasize health and wellness of our Auxiliary members as they perform physically demanding activities such as Auxiliary patrol crew by including an AUXFITNESS instructional article on doing pre-patrol stretches. There are inserts about the Auxiliary and the programs we participate in, top photojournalism, and USCG history items reflecting our efforts to cover a broad base of topics including a new series, “Why I joined the Auxiliary”.

We strive for geodiversity in our articles to illuminate the national diversity of our Auxiliary membership and missions. Our goal as Editor and Layout Editor is to make our contributors’ work shine and communicate with impact. Our door is always open to new and intriguing articles from around the country and globe that tell the story of the USCG Auxiliary in serving our communities, and participation with the United States Coast Guard as members of Team Coast Guard.

**Roger Bazeley, Editor, BC**

**Andrew Niquette, Layout/Design Editor, BA**





# AUXILIARY PATROL & CREW GUIDE



By Andrew Niquette, AUXPA3

The world of Auxiliary Surface Operations is exciting, fast-paced, and demanding. It is also potentially very dangerous. The most important aspect of the program is safety. The Surface Operations staff holds regular training workshops and activities to keep all boat crew members current on issues involving program administration, operational skills, procedures and safety.

# GETTING STARTED

Research what it takes to become boat crew using Auxiliary manuals and mentors as a resource.



Express interest in becoming boat crew qualified with your FSO-MT or Flotilla Commander.

Find resources for boat crew qualifications [here](#).

Better understanding the role of boat crew before deciding to dive in makes for a long and rewarding career as a boat crew qualified Auxiliarist.



Tag along on safety patrols, training missions, and helicopter operations to get a glimpse of what being underway is like. Reach out to a facility coxswain to learn more.

Better understanding the role of boat crew before deciding to dive in makes for a long and rewarding career as a boat crew qualified Auxiliarist.



Get started on your training with the Boat Crew Qualification Guide located [here](#). Training modules and assessments can be found [here](#).

Training and development comes in several forms throughout the Auxiliary. Read up on manuals and guides, and reach out to already qualified boat crew for guidance.



Earn your qualification, and maintain it! Continue on your development and education by staying active and mission ready.

Once you've qualified, offer to mentor and serve as a resource for members who are interested in also becoming boat crew. Mentorship is especially important for our new Auxiliarists.

The Surface Operations staff holds regular training workshops and activities to keep all Boat Crew members current on issues involving program administration, operational skills, procedures and safety. To learn more about how to qualify in the various surface operations roles in more detail, you can click [here](#).





# GETTING UNDERWAY

## MISSION PLANNING

If you're headed out on the water, it is important to educate yourself on the proper usage of your equipment and more importantly know how to operate your boat safely. How important? It could make the difference between life and death.

### RECEIVE ORDERS & CHART A COURSE

Once you receive orders for an approved mission, develop an action plan and chart your course. Make a float plan by informing someone you know on shore. Let them know your boating plans.

### PRE-RIDE CHECKLIST

Before going underway, perform the GAR assessment with crew. Ensure that each crew member understands their role and has the proper safety equipment to carry out the mission.

### COMMUNICATE

Become familiar with first responders and Coast Guard units. Be sure to keep a record of their phone numbers and radio frequencies to establish communication if the need arises.

### STAY ALERT!

In an emergency, knowing your location at all times is important to expedite the rescue response. Stay alert at all times while underway, and if you see something, say something.



Ninety percent of all boaters who drowned were not wearing life jackets. Children under the age of 13 must wear a life jacket while on the deck of the boat at all times. The Coast Guard recommends that boaters wear their life jackets at all times. Before getting your boat underway keep in mind: If you lose your boat, can you still float? Also, be aware of the inland and offshore weather in your area. Conditions may be nice when and where you launch your boat, but conditions can and often do change. The National Weather Service displays marine weather forecasts regularly as well as announces it over the VHF-FM radio. Remember, safety first!

## A SURFACE LEADER: COXSWAIN QUALIFICATION

A Coxswain will have been trained as a Boat Crew member and, beyond that, will have mastered additional knowledge and a number of other skills. After approval of knowledge and skills by a Qualifications Examiner, a particular Coxswain may be certified by the DIRAUX to receive orders for an operational facility (OPFAC). The operational facility used for a patrol must have been inspected and offered for use by completion of the appropriate form. That offer must have been accepted by the DIRAUX. Often, but not always, the vessel offered for use belongs to the Coxswain who receives the patrol orders. The Coxswain is responsible and in charge of the boat and crew during the patrol for which Coast Guard orders have been issued. The Coast Guard places great trust in the Coxswain's ability to provide leadership, coordination, and risk management skills in the execution of an ordered mission. Click on the title above to read the Coxswain Manual.



## A SPECIALTY ROLE: PERSONAL WATERCRAFT OPERATOR

An Auxiliarist who meets knowledge and skills performance standards as approved by a PWC Qualifications Examiner may be certified as an Auxiliary Personal Watercraft (PWC) Operator. These standards are set forth in the Auxiliary Boat Crew Qualification Guide, Volume III: PWC Operator. A PWC Operator is eligible to receive orders for patrols using a PWC that has been offered for use and accepted as a PWC facility.



# MAINTAINING THE ROLE



# **U.S. COAST GUARD AUXILIARY**

## **SURFACE OPERATIONS**



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# AUXFIT

Promoting health for proud traditions and worthy missions.

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## PRE-PATROL STRETCHES & WARM-UPS

A proper warm-up and stretching routine is important for both preparedness and safety during patrols. These 8 pre-patrol activities will keep you mission ready when underway.

By Andy Koenig



**THIS IS**

**MISSION READY.**



***Auxiliary boat crew members have many tasks that need to be accomplished prior to getting underway on a patrol. There is gear to stow, equipment to check, and a risk management assessment to develop a GAR score. It is important that Auxiliarists also remember to prepare their most important gear: their bodies.***

**IMPORTANT NOTE:** BEFORE STARTING ANY STRETCHING PROGRAM, CHECK WITH YOUR DOCTOR ABOUT WHAT SPECIFIC EXERCISES ARE BEST FOR YOU.



**B**efore you get underway, take a moment to take an inventory of how your body feels. If you are required on an extended ride out to the dock, your heart rate is probably near resting, so it is not circulating much oxygen to your muscles. Your muscles may be tight, which can limit mobility underway. Your joints might be creaky, limiting comfort of movement. If you jump right on board, you risk cramping up or starting the patrol feeling less than optimal decreasing your performance. You have invested a lot in your training, planning, and preparation, so take a few minutes to prepare your body for the physical nature of a patrol.

Serving on an Auxiliary Facility is a physical activity, especially if the weather deteriorates or the seas are rising. A proper warm-up and stretching routine is important for both enjoyment and safety during patrols. A quick stretching session can boost circulation, lubricate joints and warm up muscles preparing them to work. It will allow you to move around the vessel, handle lines, and stand watch with greater ease and attention. It will prepare your body for any emergency situation that arises like a man-overboard situation or an unexpected towing scenario.

A progressive warm-up gradually increases the heart rate and dilates the blood vessels, which promotes oxygenation of muscle tissue improving performance. Elevated muscle temperature optimizes efficiency and flexibility. A pre-patrol stretch reduces stress on muscles, tendons and joints and increases range of motion reducing the risk of injury.

Before you embark, spend five to 10 minutes with the entire crew to complete a few rounds of the exercises below. Pay attention to how your body feels and focus on any areas that seem tight. Having a crew that is warmed-up and ready to accomplish the physical aspects of the mission will maximize crew effectiveness and efficiency.



## ***STANDING CALF STRETCH***

- Start by standing in front of a wall, dock piling, or other sturdy object. Step forward with one foot and maintain your toes on both feet to be pointed straight forward. Keep the leg behind you with a straight knee during the stretch.
- Lean forward towards the wall and support yourself with your arms as you allow your front knee to bend until a gentle stretch is felt along the back of your leg that is most behind you. Hold for 30 seconds and repeat 3 times.
- Move closer or further away from the wall to control the stretch of the back leg. Also you can adjust the bend of the front knee to control the stretch as well.

# STANDING QUAD STRETCH



- Start by standing in front of a wall, dock piling, or other sturdy object. Step forward with one foot and bend the other leg until you can reach your foot with your hand.
- Gently lift up on your foot until you feel a stretch in the front of the thigh.
- Hold for 30 seconds and repeat 3 times on each leg.

# STANDING TRUNK TWISTS

- Begin with a tall spine while either standing or sitting. Grab on to a piling, sign, or upright support on the facility.
- Slowly rotate to your right, hold this position for a two count, and return to center. Repeat to the left.
- Move smoothly and maintain control repeating 10 times to each side



# STANDING HAMSTRING STRETCH



- Start by standing and prop your foot of the affected leg against a piling, on a step, or the gunwale. **DO NOT PERFORM UNDERWAY.**
- Next, slowly lean forward until a stretch is felt behind your knee/thigh. Bend through your hips and not your spine. Hold 30 seconds, then return to starting position and repeat 3 times.

# SQUATS



- Begin with your feet slightly wider than shoulder width.
- Push your hips back while maintaining a flat back.
- Lower your hips as if sitting down, and keep your knees from traveling forward of your toes.
- Once you reach a comfortable seated position, stand up, pushing your hips forward.

# BEHIND NECK STRETCH

- Extend one arm straight overhead.
- Bend your elbow, and reach down your spine.
- Grasp the bent elbow with the opposing hand.
- Gently pull your elbow, and hold this position for 30 seconds.
- Repeat on the opposite side 3 times.



# CROSS BODY STRETCH



- Extend one arm across your body just below your chin.
- Reach up with the opposite hand and grasp your elbow.
- Gently pull your arm across your body with the opposite hand. Hold this stretch for 30 seconds and repeat 3 times.

# CHEST STRETCH

- Stand in a doorway, near a piling, or holding on to the vessel.
- Place one arm against the wall and slightly turn your upper body away from the wall.
- Hold for 30 seconds and repeat 3 times on each side.



**A special thanks to Auxiliarist Dr. Tiffany Townsend for performing these warm-ups to be used in this important AUXFIT piece. Bravo Zulu! Photos by Roger Bazeley.**

# "SLEEPLESS IN SEATTLE"

A perspective of the COVID-19 pandemic's early days in the U.S. through the eyes of an Auxiliarist.

By Michael Sealton, AUXPA1



If you are an Auxiliarist, your worst-case disaster scenario is primarily determined by your geographic location. Living along the Eastern or Gulf seaboard means one prepares to survive the ravages of severe hurricanes. Residing in the mid-west in close proximity to the Great Lakes or Rocky Mountains means blizzard and ice-storm survival. Finally, being a West Coaster means being always prepared for a major earthquake or tsunami.



*A tsunami warning sign in Oak Harbor, Wash. (Flickr photo by Krystal Hamlin)*

Each type of natural disaster is usually associated with a certain short-term level of hardship—loss of power, impassable transportation network, loss of cell phone coverage, interrupted water and sewer service, and fuel shortages. Exposure to an infectious disease pandemic is a much rarer and a highly serious event, and one which requires a new set of personal and family survival skills. The current COVID-19 pandemic has suddenly, and quite dramatically, changed the life of the average Auxiliarist in totally unorthodox and unforeseen ways. This disease is highly transmittable, causes relatively high mortality, particularly in aging populations, similar to the Auxiliary, and has emerged globally in our highly interconnected world.

Overnight, up to 30 percent of the population lost their jobs and primary sources of both income and employer-subsidized health coverage. Most states required its population to shelter-in-place while many were faced with sudden shortages of common household items, i.e., toilet paper, bleach, and hand sanitizer. We became totally dependent upon television, magazines, and newsletters for news.



*A man wearing a mask walks across Sixth Avenue near Amazon headquarters in Seattle's South Lake Union neighborhood, March 31, 2020. (Crosscut photo by Matt M. McKnight)*





*Empty shelves for disinfectant wipes wait for restocking as concerns grow. (AP photo by Beбето Matthews)*

The Seattle/Puget Sound Area quickly and unexpectedly became the epicenter for what initially seemed to be an Asian-specific pandemic. Suddenly a Seattle-area nursing home became the focus of national attention as the COVID-19 virus exploded into a lethal situation. Seemingly overnight the patient daily death toll exponentially climbed into the double-digit range, and then health care staff members began to fall ill. Local, and then all state schools were quickly closed for a minimum of two weeks; limits on social gathering soon followed until citizens finally were asked to shelter-in-place with the subsequent closing of restaurants, churches, casino, theaters, sports venues, etc. Then developed an acute shortage of disinfectant compounds due to panic hoarding and limited ability for restocking.

The question should be asked: How does the average Auxiliarist prepare emotionally, socially, and autonomously (self-reliant) for a natural disaster? In addition, should one now prepare for future infectious disease pandemics? In preparing for the short and longer-term effects of a natural disaster, we have learned to prepare (FEMA guidelines) for fourteen or more days of total autonomous, shelter-in-place living. Yet we can continue to necessarily experience close social contact with neighbors, friends, and relatives, and can, in dire situations, request some back-up assistance. In a pandemic, we do not experience the draconian experience of total autonomy, though we face the expectations of a different type of limited sheltering-in-place for what may be longer than 14 days. Social distancing and household use of personal protective measures are now required in an attempt to halt the exponential spread of a deadly pathogen. At what level are these novel routines to be practiced for the layman, who is relatively unversed in universal precautions? An initial introduction to pandemics as described in FEMA ICS-5202 would be a sound addition of an Auxiliarist's ICS library.

What have Seattle-based Auxiliarists learned from their exposure to the COVID-19 virus? First, that the threat of any pandemic-level disease is not geographically limited—due to the manner of rapid and insidious human-to-human spread, a quick and perhaps seemingly strict response is required for quick containment. Second, how does one function when required to shelter-in-place? What constitutes an emergency that requires one to break their new personnel shelter-in-place routine? And third, how does one minimize contact with viral transmitting fomites? Personally, by making previous preparations for the expected catastrophic Puget Sound area earthquake, there was a supply of non-perishable food and critical items stored to last for two to three months. The name of the game was total self-reliance!



Being over the age of 60, and with multiple underlying health issues, the threat of acquiring the deadly COVID-19 virus was a stark daily personal reality. In a previous life as a regional clinical laboratory technical director and laboratory safety officer during the HIV epidemic of the 1980's, my use of personal protective equipment and infection control were permanently ingrained in my persona. The total concept of sheltering-in-place, yet attempting to function in a relatively normal manner was seemingly a contradiction in terms. The game changer in this new and frightening environment was the availability of the internet and use of smart-phones. One could order groceries using many of the new home delivery services. Many restaurants, though closed to patron dining, offered home delivery of items ranging from fast-food burgers to gourmet international-style meals. Medical prescriptions from health care organizations could be renewed over the phone, and delivered by mail with a reasonable turn-around-time. Major e-commerce vendors, though experiencing some manpower issues, continued to provide both necessary and then much needed comfort items.

Though the Auxiliary currently is not able to function in its traditional, hands-on person-to-person role, its members and staff officers can continue to attend virtual flotilla, district, and National Directorate meetings via a number of interactive video-conferencing platforms. Continuing education of members was not an issue as the Auxiliary National Testing Center was fully operational. In addition, there was a full menu of FEMA ICS courses continuously available. One particularly relevant course was ICS-520 Continuity of Operations During a Pandemic, which contained many useful tips for personal and Auxiliary use. One only has to witness the current issues surrounding shortage of acute medical care and medical equipment to understand the critical nature of this situation! Currently, the mortality rate for COVID-19 in the state of Washington is 4.8%. Obviously, this is a seriously high number which poses a significant health hazard.

What are the implications and lessons to be learned for coping with future pandemics? Only time will tell in our response to this one.



*A line of signs in appreciation of health care workers working during the coronavirus outbreak line the curb in front of Evergreen Health Medical Center in Kirkland, WA. (AP Photo by Elaine Thompson)*



# STAYING ENGAGED DURING COVID-19

## ONLINE TRAINING OPPORTUNITIES



**AUXLMS:** <https://auxlearning.uscg.mil/>

**NTC:** <http://ntc.cgaux.org/>

**FEMA:** <https://training.fema.gov/emi.aspx>

**TRAINING DIRECTORATE:** <http://wow.uscgaux.info/content.php?unit=t-dept>

**BQC:** <http://wow.uscgaux.info/content.php?unit=T-DEPT&category=basic-qualification>

**LEADERSHIP:** <http://wow.uscgaux.info/content.php?unit=AUX60>

**ONLINE CLASSROOM:** <http://classroom2.cgaux.org/moodle/>

## JUST CLICK, LOGIN, AND LEARN!

*USCG M-65-D Dolphin  
Helicopter with Rescue  
Swimmer demonstrating  
jumping from Dolphin into the  
cove, and then will be hoisted  
back into the helicopter.*



# **U.S. COAST GUARD HOSTS WATER SAFETY FAIR**

**Article & Photos By Roger Bazeley**

The event, which kicked off National Safe Boating Week, gave the public and the media the opportunity to meet local first responders and learn about boating safety through demonstrations and discussions. The 2019 event included displays, rescue boat tours, a K-9 explosive-ordnance detection demonstration and information about boating safety, radio communications and paddle safety.



*Public and USCG families touring 47' Response Rescue vessels and 29' response craft on float pad.*



"We're excited to host the community for this event to promote safe and responsible boating as we head into the summer," said Petty Officer 1st Class Matthew Whitlow, a BMC assigned to Station Golden Gate. "Northern California is a great place to get out and enjoy the water; we just want people to do it safely so they always make it back to family and friends."



*USCG Auxiliary Public Affairs "Coastie" Educator Ferguson interacts with children as "Coastie" talks about boating and water safety.*

## **Coastie The Safety Tug Boat**

Coastie is a remote controlled "robotic cartoon character" in the form of a Coast Guard tugboat. Two Coastie specialists are utilized in operating and presenting the RBS education program -- a remote control Coastie operator and an educator to interact with the audience. The remote-control operator can make Coastie move, talk, play music and wink its large eyes as well as, activate a search light, sirens and rotating emergency beacon lights. Children are attracted to Coastie as an interactive teaching platform -- where educating youth about boating and water safety, at an early age, is significant in saving lives.

The educator and Coastie operator interacts and entertains effectively in controlled settings, such as K-5 school facilities and community youth centers. The Coastie educational program incorporates audience-participation skits, demonstrations, and safety messages such "Life Jackets Float - Coastie is an effective Public Affairs educational platform that supports the USCG Auxiliary's Recreational Boating and Water Safety Mission. All Coastie operators and educational specialists must complete a training course and PQS prior to DIRAUX scheduling approval, transporting and operating Coastie at events. *(District 11 North Public Affairs Team – D11N Public Affairs Website)*





# AUXILIARY FOOD SERVICE: BECOMING THE "ICE MAN"

**Article & Photos By Tommy Holtzman**

COAST GUARD ISLAND (CGI), ALAMEDA, CA — I attended a Coast Guard Training Center class in 2012 at CGI Alameda's galley loading dock. Several other U.S. Coast Guard Auxiliary Food Specialists (AUXFS) attended to learn the art of ice carving. This was to produce several carvings for the commissioning the newest U.S. Coast Guard Cutter (USCGG) STRATTON.

Before the class, I inspected the chainsaws used for ice carving as to the electrical connections and the condition of the saw chains, in which I adjusted and repaired. During the class we produced several carvings: one was an ice basket and the other a salmon. Upon completion, these were stored in the galley's walk-in freezer for the next day's cutter's commissioning ceremony reception.

After the first carvings, I was hooked! However, I needed to resolve the challenge of transporting these 300-pound blocks of ice while keeping them frozen before cutting and shaping the ice. I decided to purchase a large freezer like you would have in your garage, to hold and transport these large heavy blocks of ice in the back of my pickup truck to the event locations where I would produce the final carvings. Soon, I was volunteering my services for various U.S. Coast Guard unit change of command ceremonies and receptions such as Air Station San Francisco, ship commissioning receptions, and other USCG and Auxiliary celebrations and D-Train formal banquets. Over the years, I have produced ice carvings for several retiring and transferring Coast Guard personnel.



Some of the carvings have been a three-foot-tall salmon, a Dolphin helicopter, airman wings, a whale, display baskets, and a giant clam with black pearl, with repeated requests for most of these items. To produce an ice block in my homemade steel rectangle mold consisting of my purchased floor freezer takes more than a week, with air pumped in the water to keep the water actively moving to help keep the ice clear. A forklift is a necessary tool to handle the 300-pound block of ice. Most of the time I will reduce the ice block size for the carving, as to be handled by several helpers, to remove from the freezer mold at the U.S. Coast Guard or Auxiliary function. The fun part of this hobby is to produce the entire carving on site, usually in a couple of hours, sometimes with a small audience.

In producing the ice carvings I usually start with a rough sketch of what I will carve, and then using an electric chainsaw first to rough out the ice display. I then continue to carve with a pointed grinder to define the three dimensional reliefs and details to bring the ice as it is shaped and refined come to life. I further refine the piece by trimming with the saw again, while using a four-inch angle hand grinder along with finishing with a hammer and chisel. The art of the sculpture is to work around the defects in the ice and to make the parts thick enough to hold their shapes through the natural melting during the time the ice sculpture is being displayed. The reward for my passion in supporting and serving the Auxiliary and USCG with my acquired AUXFS skills is contributing to the events food presentation and the pleasure attendees have in viewing the unique ice sculpture. I have been told that I have gained the nickname "The Ice Man".



*Left & Right: Holtzman shaving ice for a part of a sculpture. Middle: Holtzman posing with LCDR Frye during a ceremony.*



USCG Station Bodega Bay service attendees with Senior Chief J. Wolf reading the history of the lost Surfmén. Photos by Roger Bazeley.

# **POINT REYES SURFMEN HONORED ON MEMORIAL DAY**

**Article By Auxiliary District 11N Public Affairs**

The Memorial Day event was hosted and attended by USCG Life Boat Station Bodega Bay, CA to honor the sacrifice of five surfmen who served to protect America's coast as a part of the United States Life-Saving Service. Visitors were invited to join by National Park Service, Ranger Carlo Arreglo, and the United States Coast Guard on May 27th for services at the historic U.S. Life-Saving Service Cemetery that contains the graves of five surfmen, located at G-Ranch in Point Reyes National Park. Auxiliarist Roger Bazeley attended and played *Taps* at the end of the service in 2019. During the 76 years of operation, the lifeboat crews saved over 240 lives while participating in an estimated 100 rescues in the cold Pacific Ocean waters.

The U.S. Life-Saving Service, the precursor to today's U.S. Coast Guard in Marin County, CA dates back to the late 1800's. In 1927, operations were relocated from the Great Beach to a new station built at Chimney Rock, where the water is calmer. Longer, heavier motorized lifeboats were launched from the new location via rails by four-person crews, replacing the human-powered surfboats in the 1930's. The boats and crew operated as first responders; "*The bell would ring and they would push the boat in a cart on rails into the water and off it went.*"





In 1890, alone on the long stretch of empty beach, the Point Reyes Life-Saving Station opened with a crew of eight and a seasoned keeper on a lonely stretch of Great Beach known for its notorious pounding surf and bad weather. Their positions were poorly paid, difficult and full of danger. The surfmen patrolled the beaches of Point Reyes with an ever-vigilant eye, looking for shipwrecks and their desperate crews. They walked the beaches day and night with the fog chilling them to the bone and the wind blasting sand at the unprotected skin of their faces. The boats stationed in Marin saved hundreds of lives over the years as mariners slammed into rugged rocks along the West Marin coast.



*Historic Life-Saving Service Cemetery at G-Ranch.*



*Point Reyes Motor Lifeboat 36542 restored and on display inside the Chimney Rock Boathouse.*



*External view of the boathouse. Larger lifeboats were launched via exterior rails by four-person crews.*



# **FLOTILLA ASSISTS IN ACTIVE DUTY TRAINING EXERCISE**

**Article & Photos By Rich O'Donnell**

These photos were taken during a law enforcement training exercise for active duty U.S. Coast Guard personnel from Station Oak Island (Oak Island, North Carolina). Auxiliarists and Auxiliary facilities were incorporated into the program as role players and training sites. Auxiliarists played the role of suspicious boaters, impaired boaters, and boaters being boarded and inspected. Pictured above, Coast Guard boarding officers are about to board an Auxiliary facility. In the photo below, a Coast Guard 29 foot patrol vessel and Auxiliary facility prepare for the exercise.





# **AUXILIARY SUPPORTS ACTIVE DUTY RESEARCH**

**Article & Photos By Lowell Siegel, Bruce Buckley, and Dr. Joe DiRenzo**  
**Originally published in the *Maritime Reporter***

Unique among the nation's armed services, the U.S. Coast Guard's missions include national defense, law enforcement, natural disaster incident management, recreational boating safety, and environmental protection. This diversity of mission scope presents opportunities for the U.S. Coast Guard at the strategic, operational, and tactical levels as the service works to make their efforts as effective and efficient as possible.

Contributing to the service's overall execution effort is the U.S. Coast Guard Research and Development Center (RDC), based in New London, Connecticut. This 80-person command is the center of gravity of ongoing applied research, development, testing, and implementation of new technologies that enable the U.S. Coast Guard to address the nation's increasingly complex maritime challenges. As part of a continuous effort to improve capability and enhance engagement, the RDC has developed partnerships with other organizations and research entities.

The partnership with the U.S. Coast Guard Auxiliary, established two years ago, has been a true force multiplier in all aspects of research. The Auxiliary is an all-volunteer force of more than 22,000 that was established in June of 1939, while the active-duty reserve components were mobilized for deployment overseas. Today, Auxiliary members nationwide support seven of the U.S. Coast Guard's missions. Auxiliary members volunteered over 3.5 million hours to the U.S. Coast Guard in 2018. Auxiliary support for the RDC reached 1,200 volunteer hours in 2019, and continues to grow. Each week a new request appears.



The coordination effort occurs on a daily basis and has been dubbed a successful work in progress by Captain Bruce Buckley, the Auxiliary liaison to the RDC, because he expects the partnership to continue to expand in scope and impact. Auxiliary research support is made up of a wide range of activities. Auxiliary members have been identified as subject matter experts for current and future projects as the RDC's research leads build their project plans. In addition to providing technical expertise, Auxiliarists participate in field experimentation, and supplying boats and boat crews for events from Long Island Sound to Alaska. Additionally, a cadre of Auxiliary members serve as a virtual public affairs staff for the RDC. They have developed feature articles, captured video which has been developed into short documentaries, and shot photos in remote regions of the country during field experimentation.

These Auxiliary members bring exceptional backgrounds such as former members of The New York Times editorial board, experience with media relations companies, and former TV news producers and videographers. The extraordinary thing is that all are supporting the RDC as volunteers. Here are a few examples of Auxiliary-supported U.S. Coast Guard research and development projects:

### **MARITIME OBJECT TRACKING TECHNOLOGY**

Maritime Object Tracking Technology (MOTT) was developed as part of the Coast Guard's ongoing effort to thwart drug smuggling. Devices were designed to drift with contraband jettisoned by fleeing drug smugglers, using integrated software technology for tracking and recovery. The Concept of Operations Assets (surface or air) drop the devices among the jettisoned cargo during a pursuit, returning later to retrieve the evidence.

A series of tests was conducted to validate survivability and functionality for both surface and air assets. One test was conducted in New London, Connecticut - to simulate dropping the unit from a helicopter, they were dropped from the Gold Star Memorial Bridge. The Auxiliary supported this test evolution with two boats and crews. They provided critical stand-off security zone management and recovery of the devices in the water. In addition, photography support was provided for all of the testing operations for public affairs releases and test documentation. The lessons learned in this early MOTT testing have been incorporated into a technology solicitation released by the Science and Technology Silicon Valley Innovation Program on behalf of the U.S. Coast Guard.

### **READY FOR RESCUE TECHNOLOGY CHALLENGE**

The goal of this public prize competition was to research affordable and effective enhancements to basic personal flotation devices. Unique ideas for improving the conspicuity of a person in the water were solicited. Concept, ideas, prototypes, and commercially-off-the-shelf (COTS) products were all considered.

RDC provided guidance and technical contributions to the inventors to successfully improve the prototypes. This prize competition, sponsored by DHS Science and Technology, awarded over \$250,000 in prize funding directly to the inventors.



U.S. Coast Guard Auxiliary support was wide-ranging, from judging the concepts to test planning and on-water evaluations. Two experienced Auxiliary boat crew members were part of the on-the-water test planning team. They advised on commercial vessel traffic during test area selection and provided a safety plan for RDC personnel functioning as test observers and statisticians. Underway support included four boats and twelve boat crew members during the eight-hour field event which assessed final prototypes in open water day and night test events.

The manpower and expertise provided by the Auxiliary teams contributed to the success of the testing and armed industry participants with knowledge to improve their innovations.

### **USCG CUBESAT GROUND STATION**

Another project with exceptional Auxiliary support involved CubeSat research. CubeSats are a type of miniaturized satellite for space research and typically have a mass of no more than three pounds per unit. They are commonly put in orbit by private deployment companies as secondary payloads on a launch vehicle.

More than 1,200 CubeSats have been launched as of January 2020. As part of the DHS Science & Technology Polar Scout CubeSat project, the RDC constructed a satellite ground station in Fairbanks, Alaska. This labor-intensive effort required the construction of an 18-foot radome structure. The successful completion on this ground station provided a valuable resource for the Coast Guard and DHS while testing CubeSat technology in support of Arctic search and rescue.

The Auxiliary support consisted of five members from the local Fairbanks area with construction experience. They were quickly mobilized and worked for three days assisting the onsite RDC team and providing skilled labor.

### **IN-SITU BURN (ISB) RESEARCH**

This past summer, the RDC conducted testing on Little Sand Island in Mobile Bay, Alabama, to provide critical new information for dealing with difficult oil spills. Testing occurred in a large tank to evaluate in-situ burning (ISB) as a countermeasure to spills in fresh water, such as the Great Lakes. This testing protocol included two full-scale ISB tests of flowing crude oil in fresh water with and without marshland vegetation, which occurred over five days and had been preceded by weeks of preparation. The testing captured important data for researchers to use to best inform methods available to federal on-scene commanders.

Auxiliary members recorded the event, creating a documentary-style video for the research team similar to a report one would find on *60 Minutes* or *Dateline*. These four examples capture a very small number of all the research events that the Auxiliary members have been a part of at the RDC in the past two years. Eighty researchers combined with the bench strength of skills and resources of 22,000 Auxiliary members is a powerful win for U.S. Coast Guard research!



# AUXILIARY AVIATION: ESSENTIAL MISSIONS IN HAWAII

By John G. Manganaro



**H**ONOLULU — District 14 Auxiliary Air is composed of eight aircraft and nine pilots comprising memberships ranging from five years to 20+ years. Single and twin-engine aircraft cover the eight main Hawaiian Islands usually flying 3-4 times per week. The unique island environment emphasizes the critical role that aircraft make in inter-island transport, especially since there are no bridges connecting the islands and only one ferry connecting the islands of Maui and Lanai. AUXAIR routinely conducts first-light SAR (Search and Rescue), marine mammal protection (Humpback Whale Program), pollution response, maritime vessel incident response, injured wildlife transport, area familiarization flights, and pre and post incident aerial observation.

The use of Auxiliary aircraft and facilities is extremely cost effective for the USCG, especially when you consider that AUXAIR facilities cost \$150-200 per operational hour and a Hercules C-130 costs \$14,000 per hour or an USCG Dolphin MH-65 helicopter costs \$7,000 per hour to operate. During the early stages of the COVID-19 pandemic; USCG District 14 AUXAIR and U.S. Coast Guard Air Station Barbers Point (the Order Issuing Authority) discussed the additional guidelines required to continue this significant mission support function. During the COVID-19 pandemic, many of the flights have been in direct support of state and local agencies by transporting personal protective equipment (PPE), medical supplies, food and water for first responders. Unique to Hawaii is the Kalaupapa Settlement on the island of Molokai which houses the last surviving patients of Hansen's disease - more commonly called Leprosy. Access to the settlement is limited to aircraft arriving and the once-per-year barge with supplies. AUXAIR has become a life line during COVID-19 to this community since many of the commercial inter-island flights have drastically cut back.





One of our current flights, as reported by John G. Manganaro, consisted of Pilot Jean Fukuhara and Reed Rohrer (the photographer) who, on April 18, 2020, flew PPE to Maui demonstrating the Federal support of the State and Local agencies. I also included photos from this past Wednesday's mission essential environmental and beaches overflight documentation flight that pilot Bill Melohn and Buzz Paxton (the flight photographer) took.

"...We flew a portion of the medical supplies to Maui in support of Lieutenant Governor Josh Green's initiative to take supplies to first responders. The mission was an opportunity to deliver boxes of PPE, including gloves, masks, and shields donated by Shelley Wilson of Wilson Home Care to the Maui Emergency Management Agency, and the Maui Community Correctional Facility. The Maui Airport Fire Department, Brian Kamimoto of Hawaii Department of Transportation, and Scott Pires, Chief of the Maui Airport Fire Department, were there to supervise and swiftly offload the cargo and arrange pickup by Maui Hawaii State Emergency Management Agency (EMA). We were also able to monitor beaches on Oahu, Maui, and Molokai during the flight. No significant numbers of beachgoers were observed. No whales were observed..."



# WHY I JOINED THE AUXILIARY



BY VICTOR BEELIK

I lived and worked in Southern California. Racing sailboats on the ocean became a hobby and passion for about 45 years of my life. During those years, I mastered the art of sailing, navigation (including celestial navigation), reacting to emergencies, and learned to respect the sea. I became aware of the importance and quick reaction of the U.S. Coast Guard when they came to our aid about 500 miles from Honolulu. Our 72-foot racing sailboat, participating in the Los Angeles to Honolulu race, was taking on water faster than we were able to pump and bail the incoming water. The U.S. Coast Guard flew a Hercules C-130 twice and dropped pumps and extra gasoline for the pumps. A 200-foot USCG Cutter came and stood by and helped us repair and install an emergency rudder. The U.S. Coast Guard also dispatched a buoy-tender from Honolulu. She took us in tow and towed us for two days to Honolulu.

My appreciation and motivation for serving in the U.S. Coast Guard Auxiliary goes back to my roots and the beginning of my life journey. I was born in Hungary, where we owned a big mansion and a few thousand-acres of farmland. Near the end of World War II in 1945, my father decided to leave Hungary before the communist took over and confiscated everything we owned. We were living in Austria during the war years and tried to emigrate to somewhere out of Europe.

In 1949, the U.S. Government said: "You are welcome!" So, at the age of 18, we immigrated to the United States. This great country gave us the opportunity to start a new life. After spending four years in the United States Air Force during the Korean War, I was able to continue my education. I received a degree in physics from the University of California, then built a career as an engineer in the Southern California aerospace industry. I owe this country a great thank you!

After working for 27 years, I retired and moved To Lake Tahoe. I joined the Auxiliary Flotilla 11-4 in South Lake Tahoe. I have just finished my 28th year in the Auxiliary and have enjoyed every minute of it. Joining the Auxiliary gave me a chance to pass on my seamanship experiences to fellow members, participate in Auxiliary patrols on Lake Tahoe, and conduct seamanship courses for the boating public. A big *THANK YOU* to the U.S. Coast Guard Auxiliary and America!







# Sea Fever

*By John Masefield. Photo by Roger Bazeley.*

I must go down to the seas again, to the lonely sea and the sky,  
And all I ask is a tall ship and a star to steer her by,  
And the wheel's kick and the wind's song and the white sail's shaking,  
And a grey mist on the sea's face, and a grey dawn breaking.

I must go down to the seas again, for the call of the running tide  
Is a wild call and a clear call that may not be denied;  
And all I ask is a windy day with the white clouds flying,  
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,  
To the gull's way and the whale's way, where the wind's like a whetted knife;  
And all I ask is a merry yarn from a laughing fellow-rover,  
And quiet sleep and a sweet dream when the long trick's over.



# THE NAVIGATOR'S CORNER



**A collection of notices,  
awards, articles, and  
information of the U.S.  
Coast Guard Auxiliary.**



# FROM THE SEA SCOUTS NATIONAL COMMODORE

BY T.W. COOK, SEA SCOUTS NATIONAL COMMODORE

Distinguished Eagle Scout, Vice Admiral Charlie Wurster (USCG, retired), has been named as one of the 2020 Silver Buffalo Award recipients. He and his family were honored at the 2020 National Annual Meeting of the Boy Scouts of America in May near our nation's capital. The Silver Buffalo Award, created in 1925, is bestowed upon those who give truly noteworthy and extraordinary service to youth. This award, Scouting's highest commendation, recognizes the invaluable contributions that outstanding American men and women render to youth.

Charlie's contribution to Sea Scouts cannot be overstated. He oversaw the transformation from our legacy Sea Scout program into a new, modern Sea Scouts and laid the groundwork for growth. Here is what I said about that at our change of watch ceremony back in May: "I think that history will look back on Charlie's time as National Commodore as being as transformative a leader as any in the history of Sea Scouts - perhaps only Tom Keane had such a profound impact on our program. Think of it this way. Charlie brought our beloved but creaky 100-year-old vessel into dry dock, and did a complete refit. He gave her modern navigation systems allowing us to go where we couldn't before - like the ability to have Sea Scout ships on any river that can float a kayak."

He gave her a refitted propulsion system including the ability for Power Squadrons and now U.S. Coast Guard Auxiliary flotillas to charter ships. He gave her a new crew in the form of a solid and effective National Committee and Regional Commodores. He reflagged her under BSA's flag, rather than Venturing's and in doing so, updated the communication systems and got us back in close contact with our colleagues in the rest of the BSA. He even spiffed her up with a new coat of paint in the form of our new Scout-like uniforms! All that remains is to re-launch the good ship Sea Scouts BSA and get her back underway. If anyone was ever set up for success, it is me, and I owe Charlie profound thanks for that.

I am delighted to see that BSA recognizes Charlie's contribution. Please join me in congratulating him. Bravo Zulu Charlie!





# A LIFETIME OF SERVICE

BY H. WILLIAM SMITH

LOUISVILLE, KENTUCKY — Honor, Respect and Devotion to Duty are the bedrocks of service in the United States Coast Guard. There are few better examples of those concepts than CWO4 (Ret.) Eugene Radin, his life-partner and wife CPO (Ret.) Peggy Radin and their daughters, Wendy Radin Henry and Becky Radin Tuberville and the entire Family. Throughout a total of 63 years of combined service, 43 years for Gene and 20 for Peggy, the family has devoted itself to serving the Coast Guard and the nation.

The Radins' remarkable tenure of service was honored by both active duty and Auxiliary personnel during the U.S. Coast Guard Auxiliary's District Eight Eastern Region, Division Four, and Change of Watch on Saturday, February 8th, 2020. The evening was a shining example of "Team Coast Guard" in action as Active Duty, Auxiliary, family members and civilians combined to honor the service of two stellar Coast Guard veterans. Gene and Peggy Radin are about 90 years old. Gene just turned 90 and Peggy's age is a state secret. Gene, accompanied by his daughters and their families, was able to attend the event which was Skyped by the Radins' grandson to Peggy Radin's phone. Peggy's health prevented her from attending but she was able to watch the event at home.

The event, held at the Kingfish Restaurant along the Ohio River in Louisville, Kentucky included an awards ceremony honoring Division Four personnel and the honors rendered the Radins. The keynote address was delivered by Commander Sector Ohio Valley. Captain Amy Beach CWO3, LTJG Christopher McCarthy and Master Chief Petty Officer Frank Tatu and 60 flotilla members and family were in attendance. Honors were rendered to the Radin Family by Master Chief Tatu who made the presentation to the family, as Gene and his daughters looked on. Master Chief Petty Officer of the Coast Guard, Master Chief Jason M. Vanderhaven, presented the Radins with a letter commending their service and one of his challenge coins. The Commander of USCG Sector Ohio Valley Beach also congratulated the Radins and offered a challenge coin of her own and Master Chief Tatu included a coin from the Chief's Mess. The Radins also received a United States flag that had been flown at the Capital in Washington D.C. was provided by U.S. Rep. Andy Barr in whose district the Radins reside.

So, other than the obvious desire to honor the service of two elderly Coast Guard veterans, what has forged this strong connection between the Radins and members of the Auxiliary? Gene has a long history of service to all military veterans. For about 25 years, he assisted with volunteer administration at the Thomson-Hood Veteran Center, a long-term care facility for retired veterans, and has been active in the American Legion. A number of years ago members of Flotilla 4-1, located in the Lexington, Kentucky area, became involved with the Camp Nelson National Cemetery in Nicholasville, Kentucky and their desire to honor interred Coast Guard veterans.

Flotilla members contacted the cemetery staff and asked if they could put small Coast Guard flags on the graves of about 28 Coasties buried among the about 15,000 interred veterans. To their surprise, they were told that Gene, and his retired U.S. Army buddy, Sgt. (Ret.) Herman Wilson, had been doing so for a number of years. Flotilla members contacted Gene and asked if they could help in placing the flags each Memorial Day. Radin, who was then in his mid-Eighties was more than happy to accept the assistance. Thereafter, each successive year, members of the Lexington based flotilla have joined Gene and Mr. Wilson in placing the flags on Coast Guard graves each Memorial Day. Flotilla members have become more involved in the effort as the two retired service veterans have aged. Overtime, the Radin family has become a beloved part of the flotilla in which, Gene and Peggy were made honorary members of the flotilla.

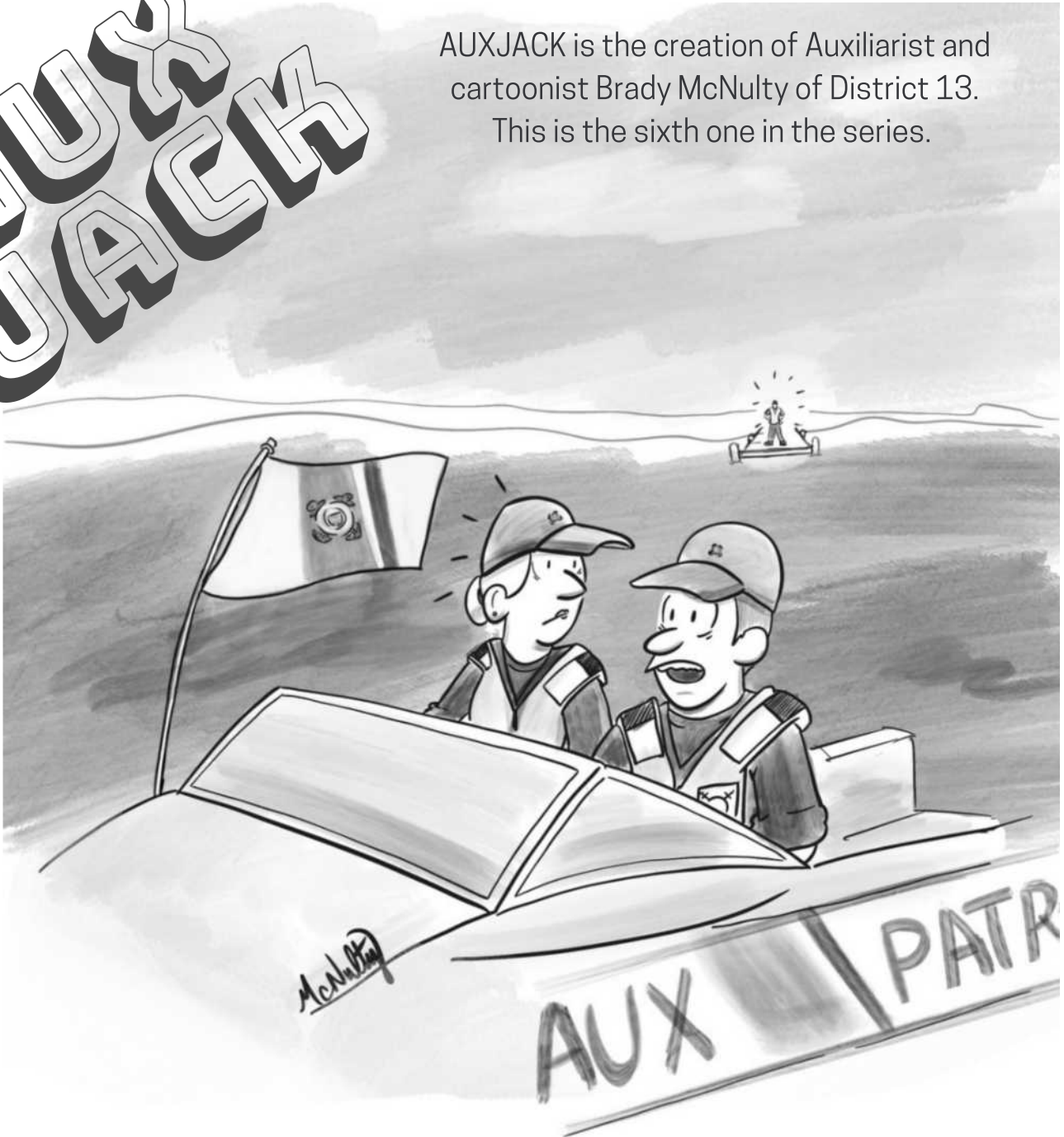
The connection has benefited all parties concerned and has extended to relationships that include active duty Coast Guard members as well. Both Auxiliary and active duty Coasties are drawn to the example of a love for the Coast Guard that the entire Radin family exemplifies. The entire Radin family serves as a shining example of what the Coast Guard can mean to a family. It is a lesson in servant leadership that quietly, and humbly, the Radin family exemplifies. Gene summed up his feelings at the end of his speech thanking everyone for the honors by saying, "Everything good in my life came to me by way of the U.S. Coast Guard."



# AUXILIARY SCUTTLEBUTT

# AUX JACK

AUXJACK is the creation of Auxiliarist and cartoonist Brady McNulty of District 13. This is the sixth one in the series.



*“What could be better than fresh air, the smell of the water, new orders...  
And oh no, we forgot our Crew Trainee.”*



# AUXILIARY SCUTTLEBUTT

## Cover Photo:

SAVANNAH, GA — Auxiliarist Rory Niquette inspects a cargo ship's hull markings in the Port of Savannah during a Marine Safety Patrol. Photo by Andrew Niquette.



## Surface Ops Poster:

YERBA BUENA, CA — Auxiliarist Gary Kaplan, who is also a Cutterman, looks towards the USCGC GEORGE COBB, a buoy tender, preparing to depart for her homeport. Photo by Roger Bazeley.



## Masthead Photo

SAVANNAH, GA — Commodore Hal Marschall, FSO-MT, looks out towards a Dolphin helo during helo ops. Photo provided by Savannah, GA - Flotilla 7-10-2.



## Back Cover:

Top photo: SAUSALITO, CA — AUX Boat Crew securing SEAHORSE after crew training off Sausalito, CA.



Bottom photo: ALAMEDA, CA — USCGC STRATTON deploying for a 6 month deployment to the far reaches of the Western Pacific, visiting 51 ports across the globe. Photos by Roger Bazeley.



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# AUXILIARY SCUTTLEBUTT

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Submit to: [andrew.r.niquette@cgauxnet.us](mailto:andrew.r.niquette@cgauxnet.us)

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## NATIONAL APPOINTMENTS

Pursuant to the Auxiliary Manual, all appointed staff officers are appointed and serve at the elected Auxiliarist's pleasure. A staff officer's appointment starts and expires with the term of the appointing leader unless the appointment is terminated earlier. Therefore the term of office of all appointed National Staff Officers expires on 31 October 2020.

The Standing Rules of the National Board of the United States Coast Guard Auxiliary require that all persons desiring appointment or reappointment as an ANACO or National Director for the next two years must submit a resume and relevant information **no later than 1 August 2020**.

Members desiring appointment must specify the office to which appointment is desired and shall submit the requested information to [nationalstaffapp@cgauxnet.us](mailto:nationalstaffapp@cgauxnet.us). It will be appreciated if applications are submitted **before 1 July 2020**.

Please note that invitations for applications for positions other than ANACO or National Director will be requested at a later time.

**Commodore Alex Malewski**  
Vice National Commodore

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# NAVIGATOR EXPRESS

