

NAVIGATOR

3RD QUARTER 2020

EXPRESS



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.

SAUSALITO, CA — Tiffany Townsend, MD, standing on dock after a marine safety patrol. Photo by Roger Bazeley.



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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Photo by Roger Bazeley



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Social injustice is one of the most pressing issues our nation is facing today. Commander Marcus Canady shares his story and vision for a strong and united Coast Guard.



The Auxiliary plays a big role in paddle craft safety education. Learn about how we teach and train paddlers in our mission to reduce accidents.

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NAVIGATOR EXPRESS



Andrew Niquette, BA-AMEB



Roger Bazeley, BC-AME



NAVIGATOR EXPRESS

LETTER FROM THE EDITORS

di-ver-si-ty: Diversity sparks innovation in new leadership approaches to problem solving, which is vital to mission readiness and performance excellence. The strategic goal of diversity acceptance and Team Coast Guard cohesiveness is enhanced by creating a climate of equity where all U.S. Coast Guard and Auxiliary individuals have the opportunity for advancement and are unencumbered to contribute to their U.S. Coast Guard Auxiliary missions.

As I stare out my apartment window at the bay during months of shelter-in-place and stand-down orders due to the COVID-19 pandemic while working on *Navigator Express*, I pause to consider how this view differs after 33 years in the same location. The view changes day- to-day with different cloud patterns and brightness depending on seasonal weather as the low summer fog rolls through the Golden Gate and blankets the bay. There is visually a noticeable decrease in maritime traffic over the past months of recreational boats, passenger ferries, fishing vessels, and commercial ships that ply our navigable waters. At the same time, like most Auxiliarists, I want to get back in action as a vessel examiner and public affairs photojournalist documenting Auxiliary and Team Coast Guard activities.

This is a multi-theme issue highlighting three core issues. The first topic is about maintaining recreational and commercial vessel marine safety through risk reduction, prevention education, and Auxiliary recreational vessel and paddle-craft exams. This includes Marine Safety Vessel Inspection programs related to Commercial Fishing Vessel Exams (CFVE), passenger ferries and other vessel types. The second topic is about the Auxiliary’s COVID-19 response from another healthcare perspective by Jeanne-Marie McNamara, PA2, Auxiliary Health Services Support. The third topic is the ethos and policy of “Diversity and Inclusion”, an issue of vital importance to Team Coast Guard. This policy of diversity and inclusion aligns with the ongoing current national dialogue that impacts the building of a unified Team Coast Guard through leadership mentoring, demanding an open, transparent, and accountable dialogue, especially during these times of divisiveness, social tension, and strife. We start with an essay, "Illusive Leadership", and follow with statements of diversity and inclusion from U.S. Coast Guard leaders: "Diversity and Inclusion" by Admiral Paul Zukunft, USCG retired; "Stronger Together" by Commandant Karl Schultz; and a brilliantly written leadership essay: “Racial Tension in America Requires Intrusive Military Leadership”, by Commander Marcus A. Canady, an aviator stationed at Air Station Houston.

We continue with special sections and articles that include the Auxiliary's "Basic Paddle Craft Safety" by Robin Pope, Navigator’s Corner, AUXJACK, and SCUTTLEBUTT. Other articles highlight e-learning activities and special training programs available to our approximately 22,000 Auxiliary members and Sea Scouts/youth programs. These activities and training opportunities are an ongoing crucial part of the mission-ready goal of being America’s Volunteer Guardians. We can stay active and relevant in mission preparedness by participating in online training for when we all return to our essential duties and service missions. We urge all members to look after each other in calling, mentoring, and working on approved activities to stay prepared and maintain a healthy sense of wellbeing and purpose in light of our membership demographics and vulnerability to the COVID-19 and ordered stand down.

We strive 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 main mission is to produce a *Navigator Express* that is current, informative, that also educates and motivates our fellow shipmates. Our door is always open to intriguing articles that tell the story of the Auxiliary in serving our communities, and participation with the United States Coast Guard as members of Team Coast Guard.

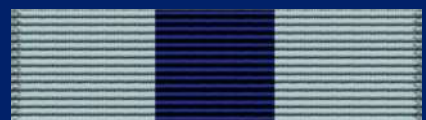
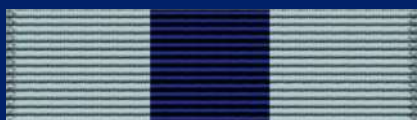
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JOIN THE AUXILIARY VESSEL EXAMINER PROGRAM



**CONTACT YOUR FSO-VE
FOR MORE INFORMATION**



From left is Steve Johnson, Flotilla 51 Vallejo, Past D11N Commodore Rich Thomas and Past National Commodore Richard Washburn.



AUXILIARY PASSENGER FERRY AUDIT PROGRAM

Article & Photos By Roger Bazeley, PA1

The Federal Government and the National Transportation Safety Board (NTSB) became concerned about increasing passenger vessel incidents, even before a series of deadly international passenger ferry maritime accidents from 2000-2010. As a result, numerous recommendations including annual U.S. Coast Guard inspections were proposed and mandated for improving vessel safety operations and equipment for older and current operated passenger ferry vessels and for the new generation of high-speed commuter ferries.

The U.S. Coast Guard enforces safety operations, equipment, and structural integrity set forth in the Code of Federal Regulations which is constantly updated. The NSTB and USCG recommended safety management systems for passenger vessels and yearly USCG safety inspections were mandated by Congress in 2010. The USCG and federal standards vary on older vessels still in operation, depending upon the vessel's operational distance from the shore, water temperature, vessel design, hull material, and other equipment carried. Because of the continuing issues with passenger ship safety concerns, boating accidents, and the large number of fatalities from hypothermia, there is a continuous need for safety improvements, as well as vessel safety inspections by the U.S. Coast Guard. The Auxiliary Ferry Audit and Training Program was established to support and augment the U.S. Coast Guard, as a "Team Coast Guard" member and partner.





Steven Johnson, an Auxiliary Ferry Auditor from D11N inspects an inflatable life raft canister.

The District 11 North (D11N) Auxiliary Ferry Audit program is a program that works under the guidelines set forth by the USCG Domestic Inspections Branch-Sector San Francisco as a part of "Team Coast Guard." The Auxiliary Ferry Audit program augments the Coast Guard in maintaining a safe passenger ferry system and adhering to safety standards outlined in the Code of Federal Regulations as applied to Marine Safety. Auditors utilize a USCG-Auxiliary "Deficiency Summary Worksheet" to produce an 'Audit Report of Findings'.

USCG Marine Inspectors refer to IMO International Maritime Organization publications, Code of Federal Regulations, Navigation and Inspection Circulars, and locally produced cite guides for specific regulatory references before taking any action on reported vessel safety/CFR deficiencies. Not all items in the Auxiliary/USCG Audit Worksheet are applicable to all types of passenger ferry vessels. References given are only general guides and are provided for auditor information and clarification. USCG Auxiliary Passenger Ferry Auditors need not research regulatory basis for reporting deficiencies to USCG Marine Safety and Prevention Branch; Sector San Francisco. Auxiliary Ferry Auditors do not make recommendations or enforce compliance, which is left to the sole responsibility and authority of the USCG as mandated within the United States Code and local regulations.

General vessel areas of a USCG Auxiliary ferry vessel audit include:

- **VESSEL EQUIPMENT:** Condition, passenger safety equipment, lifejackets, extinguishers, lighting and safety signage;
- **POLLUTION PREVENTION:** Required posted notices, fuel or sewage leaks;
- **COMMUNICATIONS:** Public safety announcement equipment/speakers;
- **STRUCTURAL INTEGRITY:** Holes, rust, leaks, damage, and hazards and;
- **SECURITY:** Vessels carrying 150+ passengers.

As a result of the growing number and demand for high-speed commuter passenger ferries there is an increased demand on the limited resources and USCG personnel for inspections and the cost and safety benefit of the USCG Auxiliary Ferry Audit Program in supporting and augmenting the USCG Marine Safety mission and prevention goals in insuring maritime passenger ferry safety compliance. The D11N Auxiliary Ferry Audit Program is playing an important part as a member of "Team Coast Guard" in the San Francisco Bay and the growing demand and launching of new high-speed passenger ferries.





Photo of Kayak Inspection with COMO Dale Fajardo (Left) and Sue Fry Marine Safety expert (Right)

AUXILIARY PADDLECRAFT EXAM PROGRAM URGENCY

Article & Photos By Roger Bazeley, PA1

It has been noted that in Northern California there have been far more fatalities with kayak than with other types of boats. The use of Paddle Craft VSC Form 7012A is showing minimal Auxiliary use. It is apparent that major marine safety issues could be addressed and credited to the Auxiliary if Vessel Safety Examiners make a greater effort to reach out to kayak users. District Paddle-Craft Safety Public Education Program is an Auxiliary priority.

As a result of the concern especially in the Bay Area with the popularity of paddle-craft usage, rentals, and sport activities there is an increased emphasis by the USCG and Auxiliary in developing and strengthening safety exams and public boating education. Auxiliarist Bazeley, PA1, is developing an educational article and program related to these concerns with fellow Auxiliarists in Recreational Boating Safety (RBS) and Marine Safety in our flotilla and district including Bill Burns, FC, Sue Fry, Marine Safety Specialist, Commodore Dale Fajardo, and others.

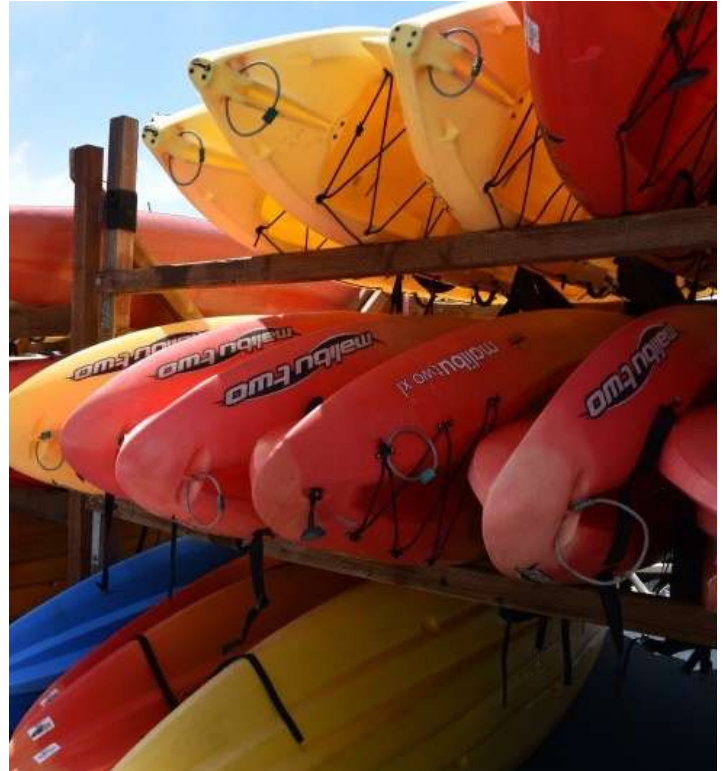
As a part of the Paddle-Craft National RBS Program the mission is to minimize loss of life, personal injury, property damage, and the environmental impact associated with the use of recreational boats including paddle-craft, through preventative means, in order to maximize the safe use and enjoyment of United States waterways by the public.

Paddle-craft are the fastest growing form of recreational boating in the United States. The Outdoor Industry Association reports that about 17.8 million people participated in some type of paddle sports activity getting out on the water more than 50,000 times daily.



With over one hundred thousand paddle-craft being sold annually, the USCG anticipates that by 2020 as many as 47 million paddlers will be using paddle craft for touring, physical exercise, fishing, hunting, or other activities.

With an investment of just a few dollars people can gain access to the nation's waterways and therein lays the problem. Many of these paddlers lack experience. They overestimate their skill level and fail to properly assess environmental conditions. Worse yet, they often lack the proper safety equipment and the training needed to use that equipment to stay safe on the water. Consider as well the potential for conflict as this multitude of paddlers interacts with all manner of motorboats, sailboats, and commercial vessels navigating the same nearshore waters.



Left: Paddling around a historical tall ship. Right: Trek Kayak in Sausalito, CA.

The paddle sports community has become an important constituency for the Auxiliary Recreational Boating Safety program. Unfortunately, the explosive growth of this segment of recreational boating has led to a disturbing upward trend in the number of injuries and accidents. The U.S. Coast Guard has found that canoe and kayak fatalities have been steadily rising for a decade. The sad part is that this loss of life could have been avoided with proper education. Most paddlers want to learn to how to be safe on the water, but don't know where to go to get the necessary guidance and training.

This creates a tremendous opportunity for the Auxiliary. Members can engage the paddling community through our Public Education, Program Visitor and Vessel Examination programs. Auxiliary members are undaunted by new challenges like this one. Although the potential audience is quite large there is little doubt that effective safety training and counseling will lead to a marked reduction in the number of paddle sports accidents and fatalities. Initially, the workload will be significant, but remember all of those paddlers have the potential to become members of the Auxiliary easing the burden of this new endeavor.



*Left: Crew from USCGC POMPANO escort
Auxiliarist Andrew Niquette onboard.
Right: U.S. Coast Guard Screen prompt
for distressed mariners.*



The U.S. Coast Guard
Requests Your Location

Share My Location

If you have a VHF Marine Radio,
tune it to Channel 16.

A NEW TOOL FOR LOCATING DISTRESSED MARINERS

By USCG Petty Officer 2nd Class Nicole J. Groll

First Coast Guard District command center crews, from Maine to Northern New Jersey, have a new tool to help distressed mariners come home to their families after being out to sea. The i911 program allows for watchstanders to use a mariner's cellphone number to assist in finding their location for Coast Guard rescue crews to locate them faster. Once the number is entered, the mariner receives a text message authorizing them to share their location with the U.S. Coast Guard. Once shared, the internal cell phone's GPS, which uses satellites to pinpoint the mariner's location, is displayed on a screen for watchstanders to aid in the search for them. This software is already available to first responder agencies across the country. It was developed by Callyo Inc. and is a free service for all first responders, including the Coast Guard.

"What's cool about my job is that I get to learn about new technology, and how we can apply it to help the Coast Guard," said Lt. Anne Newton, Coast Guard Research and Development Center. "The second I saw Callyo's presentation, I knew this would help command centers tremendously." Newton worked in a several command centers before her time at the R&D Center and understands the struggle command center crews face when trying to find someone they know is counting on the Coast Guard to bring them home.



Depending on the cell phone service, i911 can determine locations of distressed mariners from up to 15-20 nautical miles offshore. During the pilot period, more than 38,000 search and rescue (SAR) cases across the contiguous United States were analyzed, and it was found that 89 percent of all SAR cases took place within 20 nautical miles off shore. U.S. Coast Guard Sector Long Island Sound, located in New Haven, Connecticut, was the first to test the system. It was a success and subsequently all five First Coast Guard District Sector command centers became part of the pilot program.

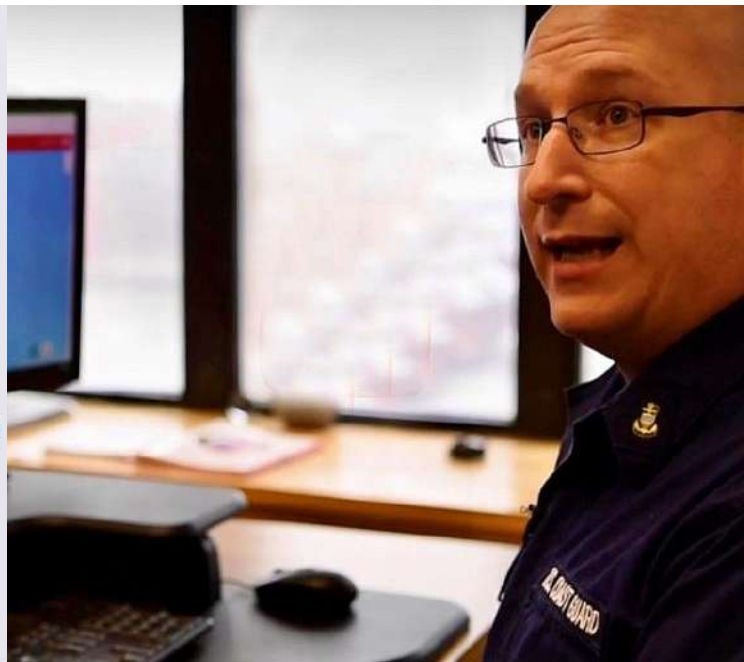
The biggest challenge watchstanders at Sector Long Island Sound found was teaching distressed mariners how to turn on their location services. The i911 system will not work without it. "It's really cool technology and already helped us on numerous occasions with search and rescue," said Joshua Olsen, a command duty watchstander for Sector Long Island Sound. "Sometimes, we just need to talk people through how to share their location."

During the pilot period, the i911 system assisted in bringing several mariners home including three people on an inflatable raft. They were blown out to sea and couldn't paddle to shore due to high winds and strong sea currents. Armed with only their cell phones, i911 pinpointed their location about 6 miles offshore and rescue crews were able to rescue and bring them home safely.

The U.S. Coast Guard has received a report that you may be in distress. To share your location with the U.S. Coast Guard tap this link:

<https://i911.com/help?token=f69a275f-eb40-44d7-9be4-37f881932e5f&t=321>

If you have a VHF Marine Radio, tune it to Channel 16.



Left: Verbiage of the text message the i911 system sends for mariners to follow to share their location with the Coast Guard via the Watchstander. (Photo by Nicole J. Groll)

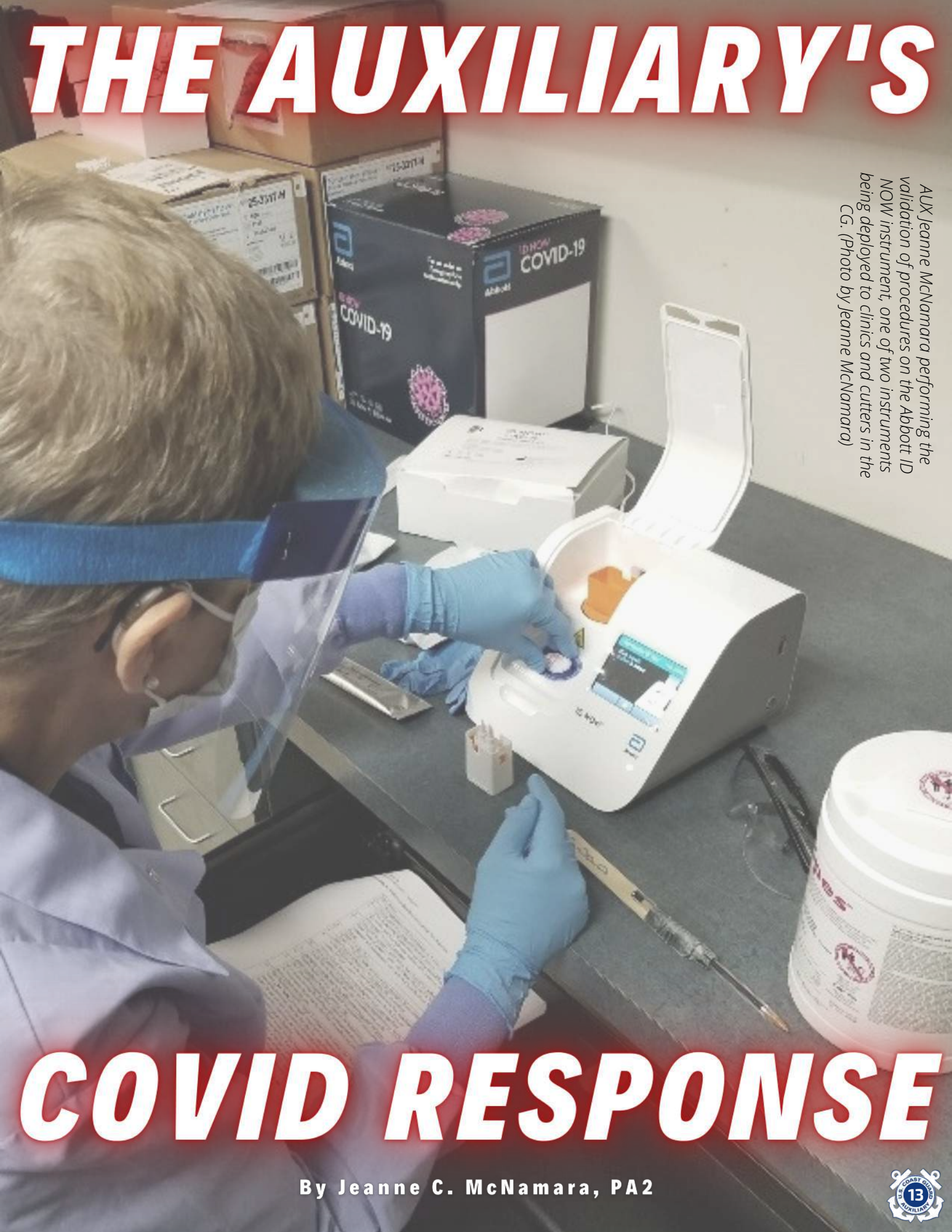
Chief Petty Officer Andrew Case, a command duty officer at Sector Southeastern New England, located in Woods Hole, Massachusetts, really liked having this tool to use for SAR. "It's like Rescue 21 for the phone," said Case. "It greatly decreases the time we spend looking for someone and gets the rescue crews out faster." Case also said that doesn't mean mariners should not have a VHF radio on board. The most reliable and traditional means of communication for mariners to use when in distress is VHF channel 16.

This is just one of many cases where people were brought home safe during the pilot program in the Northeast. This program will hopefully be a game changer in the 2020 recreational boating season. The pilot program, which ran from May - November 2019, is now authorized for Coast Guard command centers across the entire service and U.S. as of March 20, 2020.



THE AUXILIARY'S

AUX Jeanne McNamara performing the validation of procedures on the Abbott ID NOW instrument, one of two instruments being deployed to clinics and cutters in the CG. (Photo by Jeanne McNamara)



COVID RESPONSE

By Jeanne C. McNamara, PA2



CAPE MAY, NJ — This year has been very different for the Auxiliary. On March 11, the country went into “Lock-down” mode. The Coast Guard Auxiliary were issued a “stay at home” directive from the Commandant of the Coast Guard, ADM Karl Schultz, on the 18th of March, restricting the use of Auxiliary members in support missions, as a result of being deemed at high risk, due to the age or health COVID-19 vulnerability.

An exception to the restrictive directive policy was made if an Auxiliary member was identified as essential for mission support of critical daily operations. With the spread of the pandemic, the Coast Guard has recognized a need for additional medical support. They have turned to the Coast Guard Auxiliary, their volunteer reserve corps for assistance through the Auxiliary’s Health Services Support Program.

There are currently forty-two Auxiliarist who have been qualified to provide medical support to the Coast Guard’s Office of Health Services on monthly orders through the Coast Guard’s Health Safety and Work-Life (HSWL) Program, which provides health care to active duty and reserve members in support of Coast Guard missions.

As an example, two Auxiliary members from New Jersey, John Salvia, PA of Cherry Hill and Matthew Kremer of Cape May, are assisting respectfully with medical exams and working in medical supplies on a regular basis, at the (HSWL RP), Cape May, under the direction of Dr. Alicia Vantran, Captain, USPHS. Dr. Vantran and her staff feel that the volunteer Auxiliarist’ contributions are invaluable to the normal operations of the clinic.

Auxiliary member Dr. Mark Perni, D.O., responsible for medical support in the Coast Guard was sent to the USAF Flight Surgeon School in 2018. He works directly with Coast Guard District 11 and the leadership of the Health, Safety and Work-Life Service Center in Norfolk, Virginia and is now the Chief Medical Officer for the Coast Guard Auxiliary.

Overall, HSWL leadership is considering qualifying Auxiliarists to be credentialed with one of an additional twenty-one future professional qualifications within the Healthcare, Safety & Environmental health fields. If you have a clinical background and would consider volunteering to support our active duty Coast Guard, you must commit to sixteen hours each month in service to a Clinic or Sickbay and generally live within fifty miles of a facility to be regularly assigned. Assignments may include; hospital administration, laboratory, pharmacy, physical therapy, additional nursing categories and more. TRACEN, Cape May, N.J., commanded by Captain Sarah K. Felger, is the Coast Guard’s basic training station for the entire medical corps and is also home to the largest of the Coast Guard Medical clinics, the Samuel J. Call Health Services Center (SJCHSC).



Dr. Mark Perni, Flight Surgeon and Division Chief of Auxiliary Health Services. (Photo by Mark Perni)



My personal Coast Guard Auxiliary volunteer activities, as a result of the COVID-19 Pandemic Response in May 2020, were in response to an urgent request issued by Coast Guard HSWL leadership for an Auxiliarist with a clinical laboratory background, skilled in Microsoft Word and Excel, who could travel and assist the Laboratory Director for the Coast Guard, Captain Jeffrey Christopher (USPHS). Possessing these skill sets and with immediate availability, I qualified!

First, I had to acquire an "ALAC" (Auxiliary Logical Access Card). Next, I had to go to the local recruiting station to activate my card and complete security training. Finally, I was approved to assist Captain Christopher in the deploying of onsite COVID-19 testing capability in the Coast Guard clinics and shipboard testing on deployed cutters. A distance waiver was granted for me to me and I was put on Active Temporary Duty (TDY) orders for thirty days, which, was extended to sixty-two days.

I have worked on numerous Standard Operating Procedures (SOPs) related to the COVID-19 testing and have assisted with validation process of these procedures on the two instruments that are being utilized at TRACEN Cape May's CG training locations and other larger CG bases across the country. The procedures are also being outfitted for use aboard deployed ships, in case the ships rescue any civilians that might be at sea, etc. Since our ships travel the globe, our exposure and our response to the pandemic is worldwide!

In response to a request initiated by Doctor Perni, I am truly honored to become the first USCG Auxiliary Health Services Medical Technologist a member of the USCG Auxiliary Health Services' Team Coast Guard, and authorized to wear a caduceus. In the words of the 26th Commandant of the Coast Guard, Admiral Karl Schultz, "...the Coast Guard is to be Ready, Relevant and Responsive." The Coast Guard Auxiliary and its Health Service Division has proven to be just that.





di·ver·si·ty

By Admiral Paul F. Zukunft (ret)

“Diversity embraces the understanding that each individual is unique by recognizing our individual differences formed by the dimensions of race, ethnicity, gender, sexual orientation, socio-economic status, age, physical abilities, religious beliefs, political beliefs, or other ideologies.”

Diversity sparks innovation in new leadership approaches to problem solving which is vital to mission readiness and performance excellence. The strategic goal of diversity acceptance and Team Coast Guard cohesiveness is enhanced by creating a climate of equity where all USCG and Auxiliary individuals have the opportunity for career advancement and are unencumbered to contribute to their USCG Auxiliary missions.

“Our Duty to People requires Coast Guard men and women to adhere to the highest standard of personal and professional conduct on and off duty. As stewards of public trust, our collective actions must always uphold our Core Values of Honor, Respect, and Devotion to Duty.

We expect everyone in our service - active duty, reserve, civilian, and Auxiliary - to build and maintain a culture of respect. This starts with living our Core Values in word and deed and having the courage to call out any behavior that is unacceptable in our Coast Guard. If you witness disrespect to a shipmate - in person or online - don't condone or join in it. Our duty to people demands that we act when we see our shipmates demeaned. Don't be a bystander. We are a service of "by-doers" with a storied reputation for seizing on-scene initiative.

This very same character trait that has become instinctive applies whether rescuing a mariner in distress or seizing the on-scene initiative when a shipmate has been demeaned and betrayed. We do the right thing. We advance a culture of respect. We report behavior that targets a shipmate, including bullying, hazing or harassment. Violations of our trust in one another have no place in our service.

I am proud of you - the world's best Coast Guard - and your commitment to upholding our service's proud 230 years history of service before self.”

Ref: Statement issued 2016 by Admiral Paul F. Zukunft, USCG (ret)





Photos by Auxiliary & USCG Public Affairs



RACIAL TENSION IN AMERICA REQUIRES INTRUSIVE MILITARY LEADERSHIP

A woman in a U.S. Coast Guard uniform, wearing a blue cap with "U.S. COAST GUARD SECTOR SAN DIEGO" and a blue short-sleeved shirt with "U.S. COAST GUARD" on the chest. She has her arms crossed and is looking directly at the camera. The background is a blurred industrial or shipyard setting.

By Commander Marcus A. Canady, USCG

Even as racial tensions flare across the United States, I can be present at quarters, lead a preflight brief, pass critical information to the unit, or even hand out awards as the commanding officer. Yet, there is a part of me that is invisible at work—because I wear a mask that hides the part that is hurting, tired, and frustrated. As an African American, I wear this mask because it is at times what I have to do to be included and accepted in the workplace. It is what I do in the hope of being treated like my fellow shipmates. I feel that it is expected—if not required—for me to have a chance at achieving my professional goals and safely executing my missions in the Coast Guard. It is what I have to do to continue to provide for my family.

What is my mask hiding? It hides the confident and proud African American side of me from which I draw strength and motivation. However, this side of me needs support at times. Even this source of strength can be depleted. Currently my mask hides the side of me that is struggling to process the recent killings of Ahmaud Arbery, Breonna Taylor and George Floyd—in the nation I love and serve in the year 2020. The mask hides the side of me that is hurting as if I had lost a family member. It hides a side of me angered by these injustices. It hides the side of me that is not okay at this moment.

When the U.S. Coast Guard faced its lapsed appropriation during the 2019 government shutdown, senior leaders communicated to commanding officers across the service how important intrusive leadership was in that moment. It was understood that the financial strain on our members might have an emotional impact that could not be overlooked. Supervisors were directed to go the extra mile to make sure the members of their commands knew they were valued and that leaders understood the struggle members were going through.



In other difficult times, too, intrusive leadership has been seen as necessary to address increases in suicide, depression, and domestic violence. Commanding officers and supervisors are frequently instructed to look for signs that indicate there might be something going on outside the workplace that is affecting members of their commands deeply. Intrusive leadership currently is being invoked to help service members deal with the COVID-19 pandemic. The fact that members' families and social lives have been impacted and the norms of life and work have been disrupted, once again, has supervisors asking, "Are you okay?"

The emotional impact, the struggle for social justice, and the disruption to normal life from the tragic events involving African Americans are worthy of that same level of intrusive leadership. The masks that many African American Coast Guard members have been wearing since they first reported to officer training in New London or boot camp at Cape May are not on so tight that emotions are invisible. Some perceptive shipmates are good at seeing those emotions. Others are less perceptive or perhaps choose to ignore the emotions of their African American shipmates because they feel that only other African Americans can share the pain and frustration.

There is a need for intrusive leadership in this moment. Many of us are hurting and finding it difficult to get dressed for upcoming law enforcement boarding's or to relieve the watch on the quarterdeck. Some of us cannot escape when liberty is piped because our homes are on cutters or in the barracks. Some of us are feeling a shortness of breath because our masks have started to choke us. On the mess decks or in the coffee mess, when conversations about violence arise only after the looting starts, and not when another innocent heartbeat is stopped, we struggle to carry out our daily military tasks. There is a need for intrusive leaders who see that we are hurting right now. We need caring, empathetic leaders who can look behind our masks and say that even though they don't walk in the same shoes we do, they know that during these turbulent times the shoes we wear are a little heavier today.

I did not know Ahmaud Arbery, Breonna Taylor, or George Floyd, but I grieve the loss of their lives. Any time a life is taken, and it is believed that the color of the victim's skin is part of the reason, it hits deep. People with that same skin color, including me, are affected personally as if the victim were one of our own family members. We might not need to take emergency leave, but we still are working through the stages of grief. To simply ask if we are okay during times like these can lift us up, and help us breath.

As a commanding officer, executive officer, or command master chief, you might learn that some members at your unit do not feel included. You might learn that recreational areas in berthing spaces are not a safe place for some of your crew to decompress. You might learn something about your crew members that will allow you to lead and motivate them better. You might even learn something about yourself.

I invite supervisors and senior leaders across the Coast Guard (and the entire military) right now to ask a simple question of the African Americans in your commands: "Are you okay?" You don't have to understand all the emotions, all the factors, or have similar opinions to show that you care. You did not have all the answers when you asked the same question during the lapse of appropriations last year, but you still asked. Some members were financially stable because they had savings or other sources of income, but you still asked. You asked because you cared enough to make sure that everyone was okay, and you were willing to take the risk of being an intrusive leader with some who did not need it. Not every African American feels the way I do. Some are okay right now; others are struggling deeply, and their masks are hiding a lot. Whether they are feeling okay or struggling, none will mind the question. All will appreciate leaders who care enough to ask. And those caring, intrusive leaders will help make us all better prepared to safely and professionally execute our missions.



AUXILIARY PADDLE-CRAFT SAFETY

By Robin Pope, BC-BPU, BC-HYA



Each year, more than 21 million people paddle a canoe, kayak or SUP. Each year, more than a hundred die. Those deaths are a tragedy compounded because many could have been prevented with a few simple actions. Paddling is generally quite safe, but simple steps can make it even safer - helping each paddler have more fun on the water and making sure they go home at the end of the day. As a paddling instructor, I prefer to spend at least a full weekend teaching new paddlers. Students receive on-land and in-water instruction, learning the importance of proper safety preparations, including life jacket wear and trip planning. They learn rules and regulations applicable to paddling. On the water, they practice strokes, maneuvers, rescues, and ways to recover from a capsize. The class would close with a trip that allowed them to use trip planning guidelines and put together everything they'd learned.

Perhaps most importantly, they'd learn that, after a weekend of training, they still have a lot to learn. Some paddlers, particularly those who join a paddling club or pay to be trained at a paddling school, have this type of experience. Unfortunately, it's not the learning experience most new paddlers have before they go out on their own. When we see these boaters, we generally can't offer on-the-spot, in-depth training, although we certainly should encourage them to pursue further learning. However, if we focus on common problems, we can, in just a few minutes, help educate them to the risks involved with paddling, and steer them towards mitigating those risks.



Paddlers practice paddle-craft safety.
Photo by RBS Directorate.



Recreational boating statistics compiled by USCG's Office of Boating Safety demonstrate that the most commonly reported paddling accidents are capsizes and falls overboard, followed by collisions. The most commonly reported contributing factors are inexperience and exposure to hazardous waters. This information, along with experience from a wide range of paddlers and paddling instructors, suggests that a few simple messages can make a huge difference.

- Wear your life-jacket all the time when you paddle. Your life-jacket should be snug, with all fasteners properly fastened. Paddling life-jackets should allow free shoulder movement. Ideally, they should have pockets to hold signaling, rescue and survival equipment, and should be brightly colored to contrast with water. The best way to test a life-jacket's function is to swim with it, in controlled conditions, before an unexpected swim. Most boating fatalities are drownings and most drowning subjects weren't wearing a life jacket. Wear your life-jacket!
- Dress to swim. Water is cold; every paddler should expect to spend time swimming in it. If the water temperature is below 70F, some type of warm clothing is worth wearing. The colder the water, the more important proper paddling clothes become. If water temperatures are below 60F, cold water immersion has the potential to be quickly fatal. Paddlers in these conditions need to wear a wet-suit or dry-suit.
- Get hands-on, in-water instruction that includes how to prevent and respond to capsizes/falls overboard, and teaches how to recognize and avoid hazardous water conditions.
- Boat in a group. That way, if you have trouble, someone will be there to help you.
- File a float plan. That way, if you have trouble, someone will come looking for you.
- Assume other boaters can't see you. Avoid channels and other high traffic areas. Stay in a group to be more visible. Keep a sharp lookout for other boaters.

These points are all straightforward, simple, and evidence based, and can be presented by nearly anyone. A presenter who knows nearly nothing about paddling can still accurately report what decades of accident reports show, and discuss how to use that information. When questions come up that require more paddling knowledge, non-paddling presenters can refer people on to paddling instructors for more details.

We could discuss other things - bring food and water; wear sunblock; learn and improve paddling techniques; learn how to use and be sure to bring rescue, survival and signaling equipment; and more - but the simple messages above are easy to deliver and directly tied to accident data. Boating fatality records demonstrate that addressing these points will make paddling safer.





COMMERCIAL FISHING VESSEL PROGRAM ENHANCED BY AUX

Article By Sue Fry | Photos By Roger Bazeley

Commercial fishing is one of the most dangerous occupations in the world. USCG Auxiliaries and USCG commercial fishing vessel inspection teams covered multiple ports providing inspections prior to the opening of the 2017 crabbing season opening November 15, 2017. In 2015 and 2016, significant delays of the crab season due to warmer waters algae bloom contributing to high levels of toxic domoic acid, a neurotoxin in crabs. The Eleventh North Coast Guard District has approximately 1,400 fishing vessels operating in its waters. The USCG Auxiliary and USCG past approach to implementing fishing vessel regulations has focused primarily on communication and education. The USCG Auxiliary has been actively engaged in performing dockside commercial fishing vessel safety exams with USCG active duty, USCG reserves, and civilian employees to facilitate servicing the industry.

This Crab Season 2017-2018 as in the 2015-2016 season there were multiple teams that offered safety examinations to commercial fishing fleets and owners located at Crescent City, Eureka, Fort Bragg, Bodega Bay, San Francisco's Hyde Street Pier, Pillar Point-Half Moon Bay, Santa Cruz, Moss Landing, and Monterey teaming up with USCG active and reservists for hands on training. The Vessel Examination Teams in 2015 met for a day of classroom training at Coast Guard Island with instructors Manny Ramirez, CFVE and Reservist Lt. Cdr. David Cripe. The teams of examiners were deployed to nine fishing fleet locations the following week, prior to the scheduled opening of the 2017 crab season.





The USCG Eleventh District North Prevention Division states, "The heart of our enforcement program is the mandatory dockside examination. The dockside examination program involves a inspection by qualified Coast Guard team members to help fishermen bring their vessels into full compliance with federal regulations (CFR). The primary goal of the examination program is aimed at prevention and reducing the high injury and death rate in the commercial fishing industry.

These free examinations are thorough vessel checks, which examine all safety equipment. The examinations are done by qualified U.S. Coast Guard and Auxiliary personnel, or a third party organization accepted and designated by the U.S. Coast Guard. The fishing vessel operator is required to possess a valid current commercial fishing vessel examination decal and USCG Certificate of Compliance for vessels operating beyond three nautical miles, off the baseline of the U.S. territorial sea. The examination educate the fishing public and to ensure vessel safety. The penalty for not passing the exam generates an official 30-day notice of deficiency. However, if the exam is passed, a safety decal and USCG Certificate of Compliance is issued indicating the vessel is in compliance with all current applicable U.S. Coast Guard regulations.

There must be at least one U.S. Coast Guard approved PFD device of the proper size for each person on board the vessel. Immersion suits (also known as "Exposure or Survival Suits") carried on board, are acceptable as long as they are maintained and in good condition. All devices must have 62 square inches of retroreflective tape (31 square inches on the front and 31 square inches on the back and the same on the inside if the device is reversible). The retroreflective tape on immersion suits must be placed so that the tape can be seen if the wearer is in a floating position. When vessels operate on ocean, coastwise, and Great Lakes voyages a Coast Guard approved PFD light must be attached to the front shoulder area of the required device.

A Coast Guard approved throw -able flotation device (orange ring life buoy with 60' of line for vessels of 26' to 64'), or throw able cushion for vessels 26' and below, must be carried on board. Commercial fishing vessels are required to carry a Coast Guard approved survival craft of sufficient capacity to accommodate every person on board out of the water, as determined by the USCG requirements tables.





“The Coast Guard Authorization Act of 2010 changed the requirements for examinations from voluntary to mandatory for the majority of commercial fishing vessels, effective October 15, 2015. The Act increases the requirements for safe practices, appropriate manning levels, and for drills and emergency procedures. While responsibility for commercial fishing vessel safety continues to rest with the boat owners and operators, the Coast Guard and the Auxiliary provides increased oversight of safety practices and regulatory compliance.” (USCG Auxiliary Prevention Directorate)

The Auxiliary is currently training additional personnel including USCG Reservists to assist the active duty Coast Guard to perform commercial fishing vessel examinations. The various teams that went out this year were a combination of Auxiliary, active Coast Guard, and USGC reservists who worked together as “Team Coast Guard” in performing this year’s commercial fishing vessel inspections.

“The Commercial Fishing Vessel Examiner qualification for Auxiliary members is exactly the same as for active duty and reserve personnel. A high level of professionalism and acceptance of responsibility is required for the qualification, as well as an ongoing commitment to improve the safety outcomes for the fishing vessel industry. There is a formal education requirement, either from the local sector or the CFVE C-School.” (USCG Auxiliary Prevention Directorate Website)

Rear Admiral Joseph A. Servidio, former Commander of the Eleventh Coast Guard District, has previously spoken at a NLUS/USCG award luncheon of the accomplishments of the dedicated enlisted, civilian, and volunteer auxiliary members of the U.S. Coast Guard Team that support the successful missions and goals for ensuring maritime safety, recreational boating outreach, and maintaining port and national security, as well as environmental quality through rapid incident response. The U.S. Coast Guard Auxiliary plays a vital role as a force multiplier in many of these key missions including the annual examinations of Commercial Fishing Vessels.



Amid times of divisiveness and national strife, what is leadership, where is it found and who exemplifies its true motivational qualities and humanitarian values in the manner it is applied? Is the art and craft of leadership acquired from within, or from ones collected experiences picked-up like polished stones on a beach; or can it be taught? Can the concept of leadership be a methodically learned through training, and then -Eureka! - A course certified leader is produced?

Classic definitions of leadership have included: "Leadership is a process whereby an individual influences a group of individuals to achieve a common goal," or "a leader is one or more people who selects, equips, trains, and influences members who have diverse abilities, trained qualifications and that focuses the team members on the organization's mission and objectives—causing the members to expend spiritual, emotional, and physical energy coordinated to complete the mission?" (Winston Patterson).

The concept of leadership encompasses all of the above, but even more importantly effective inspirational leadership comes from one's core values, an acquired life perspective from deep within, respecting the humanitarian values of setting the welfare and safety of the team before oneself. Many leaders within the Coast Guard Auxiliary leadership may have begun as a mission specialist or as a member of a team. They are not a result of self-seeking leadership recognition or power but from the unsung leaders and heroes who step up to answer a call for visionary, focused leadership with an understanding of the membership, as well as mission goals to be achieved. Once recognized as an Auxiliary leader, with the ability to direct and exact sweeping changes; how are the goals and desired results achieved? How critical is the team's view of the leader's style and definition of leadership in the final outcome of the project or team mission?

True leadership qualities do not require or come from rank and appointed privilege, they come from often being prepared within the "common man" in answering the call at the momentous time of need. Winston Churchill said of the Common Man in War, *"Thus when all the trumpets sounded, every class and rank had something to give Some gave their science and some their wealth, some gave their business energy and drive, and some wonderful personal prowess, and some their patient weakness. But none gave more, or gave more readily, than the common man or woman who had nothing but a precarious week's wages between them and poverty, and owned little more...a cottage and their garments. Their love and pride of country, their loyalty to the symbols of which they were familiar, their keen sense of right, and wrong as they saw it, led them to outface and endure perils the like of which men had not known on earth."*

Inspirational leadership respects humanity on all levels and its diversity with a team participation approach of genuine inclusion and equality. It is the best qualities of leadership that informs with honesty and transparency, helps educate and train members for mission preparedness, motivates and inspires them to reach for greater height in performance, and inspirationally mentors. As in risk management, leaders need to access the wellness of each team member, and further inquire, during off mission hours, "How are you really doing?" A healthy mind and spirit is as important to the mission's safe success and is as critical as all of the pre-training and preparedness, as well as for volunteer members' career development, satisfaction and retention.

Successful mission outcomes require individual leaders and organizational leadership to be honest, transparent, and accountable and lead their membership with respect to the policy and protocols of diversity and inclusion. Encompassing the role of effective leadership are unpredictable risks, taken in an increasingly complicated, regulated, and political/policy driven environment that challenge and may compromise and diminish the effectiveness of leadership. Mentoring and conflict management skills become pivotal in mission readiness through team training preparation. Team cohesiveness is strengthened through honoring the USCG Auxiliary Ethos of working together for the common good of all and the USCG Auxiliary as participants in Team Coast Guard.

Ask yourself, "what kind of a leader am I?" Did you answer the call of leadership to become an effective and inspirational leader? Are you a leader that constantly re-evaluates and self-assesses in order to move forward in your development? Do you adhere to the principals of doing the "right thing", and believe in integrity and service for the benefit of the public and the Auxiliary? History will justify the results of one's strategic leadership decisions, public works, impact and benefit to society. To be a truly great and inspirational leader one must have etched in the soul the principals of "doing the right thing" in taking ultimate responsibility for your vision, actions, and ethics.

By Michael Stroud

Tomorrow's leaders needed today.

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UNITED STATES
COAST GUARD
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The names many have heard of: West Point (Army); Annapolis (Navy); Colorado Springs (Air Force) and Kings Point (Merchant Marine). However, do you know about the nation's fifth, yet equally vital service academy, found in New London, Connecticut? The United States Coast Guard Academy, the nation's smallest of the five service academies, was established in 1876 and its mission is "To graduate young men and women with sound bodies, stout hearts and alert minds, with a liking for the sea and its lore, with that high sense of honor, loyalty and obedience which goes with trained initiative and leadership; well-grounded in seamanship, the sciences and amenities, and strong in the resolve to be worthy of the traditions of commissioned officers in the United States Coast Guard in the service of their country and humanity."

The Coast Guard Academy is unique from other service academies in many ways. First off, it is the only service academy that a congressional nomination is not required as part of the admissions process. Next, the Coast Guard's missions are unique from the other services, in that it has a focus on lifesaving and prevention, with diverse missions that range from search and rescue to counter narcotics and marine environmental protection. Also, the student-to-faculty ratio is only 7 to 1, along with an average class size of roughly 16 cadets. Over 60% of Academy cadets play on varsity teams along with 69% graduating in a STEM major (i.e. Naval Engineering, Cyber Systems and Electrical Engineering to name a few) and with 100% job placement and a 5-year service obligation, over 85% stay on past their initial obligation! An award-winning education and opportunity for those accepted, with a value of over \$300,000!

The highly dedicated Admissions staff at the U.S. Coast Guard Academy, is fully committed to being available for questions, arranging campus visits, etc. For much more information about everything that the U.S. Coast Guard Academy has to offer those passionate about saving lives and protecting our waterways, please visit www.uscga.edu.



AUXILIARISTS S ACTIVE DUTY C

Article & Photos By Cynthia Dragon

As a result of stepping up to the challenges of COVID-19, Auxiliary volunteers made needed vital protective masks for USCG Station Golden Gate.

The team of Auxiliarists who made the cloth masks possible for the Boat Station included our two fabricators Carol Paz and Cynthia Dragon, and Flotilla 01-02 Commander Linda Pfeifer. Without their hard work this would not have been possible.

Nancy M. Marion Division Commander Division 1, District 11 north responded to Commanding Officer Craig Ross with, I will be delighted to share the Station's appreciation with our 'Face Mask Team'. It's a privilege to support the men and women of the US Coast Guard, thank you for your dedication and service.





NEW MASKS FOR COUNTERPARTS

CWO3 Craig Ross, Commanding Officer of USCG Station Golden Gate, stated, "We are so pleased that the Auxiliary has been able to provide real physical support to Station Golden Gate during this difficult time. Thank you for your thoughtful comments. On behalf of the men and women serving at Coast Guard Station Golden Gate, I wanted to say thank you for the donation of cloth face masks. We appreciate the support from you and all the USCG Auxiliarists quietly working in the background to support us during these challenging times."



WHY I JOINED THE AUXILIARY



BY GAIL GIACOMINI

In my experience, there are at least two groups of boaters. One group has grown up “messing about in boats” as Ratty says in Kenneth Grahame’s “Wind in the Willows,” and the other group, of which I am a member, discovers this enjoyable pastime later in life. Boating was really not a part of my childhood. All that changed, when I took two courses of dinghy sailing – one on a whim -with tubby El Toros on San Francisco’s Lake Merced, near our Daly City home, and another with speedy, but very tippy Lasers on Novato’s Bahia Lagoon, with three of our four children. The first course was hard work, the second one gave me lots of time in the water, as Lasers were extremely tender. But both experiences ignited a lasting love of sailing!

Boat ownership and charter sailing necessitated learning everything I could about boat handling, boat systems, weather, marine laws and especially navigation. Three of these courses were from the Coast Guard Auxiliary, and assisted in my acquiring domestic and international sailing certifications. In turn, these certifications allowed crewing charter-share adventure sailing trips on single and multi-hull sailboats on the California coast, Mexico, Belize, and countries in the Caribbean, Asia, and Europe. The most memorable trip was on a three-masted 56 meter Barkentine, the BarkEuropa, to Antarctica’s southern-most research stations and back!

Why did I enlist in the Coast Guard Auxiliary? Simply said, I was invited! At the conclusion of Flotilla Central Marin’s Navigation course, the lead instructor explained the organization’s main missions of saving lives through boating and marine safety, comradery and support of the Coast Guard; and then asked the class to join the Auxiliary. As a long-time volunteer, I thought, “What better opportunity to use my skills in service of an organization that supports my interests of family safety and environmental protection?” So, in 2002, I became a member of Central Marin’s Flotilla. It has been one of the most enjoyable decisions I have ever made!



Each year I have been able to put to use past seamanship and new training knowledge to: boat crew, to providing free vessel exams and through various public affairs positions. Today, adjusting to current circumstances, I’m spending more “desk-side” than “shore-side” to support boating and marine safety with a position of proof-reading, assistant editing and writing for Coast Guard Auxiliary publications; proving that the Coast Guard Auxiliary is one of the most inclusive of ‘Team Coast Guard.’



THE NAVIGATOR'S CORNER



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





U.S. COAST GUARD AUXILIARY'S 81ST ANNIVERSARY MESSAGE

To the Men and Women of the Coast Guard Auxiliary: Please accept my sincere congratulations on another year well done, and thank you for all that you do for our Coast Guard and Nation. Your spirit of volunteerism, concerted teamwork, and commitment to service are truly inspirational to all Americans. Continue to serve with pride in the years ahead, enjoy the well-deserved testament below, and the happiest of birthdays to all of you!

Respectfully, Captain Scott L. Johnson Chief Director of Auxiliary (CG-BSX)

1. Congratulations to the Coast Guard Auxiliary on its 81st birthday. Since inception in 1939, the men and women of the Auxiliary have been steadfast shipmates and invaluable assets to our Service.
2. Our 23,000 uniformed volunteers are profound examples of selfless devotion to duty who have not only embraced and exemplified my watchwords of "Ready, Relevant, and Responsive," but have proudly added "Resilient" to that list. The Coast Guard has always upheld a solemn promise to serve our Nation, conducting operations under the umbrella of eleven statutory missions, including responding to disasters, rescuing boaters in distress, and educating America's boating public. These missions were performed in exemplary fashion this past year, enabled by superlative Auxiliary involvement. Examples include two Auxiliarists with emergency management expertise providing expert support to the Coast Guard's Hurricane Dorian response center and briefing the White House; an Auxiliary boat crew in the Fifth District (Northern Region) saving the lives of six passengers on a small boat that capsized in the Delaware River; and Auxiliary flotillas across the Nation establishing specialized training and partnerships with Sea Scout youth under provisions of the new AUXSCOUT program. Even more impressively, against the unprecedented constraints imposed by the COVID-19 pandemic, the Auxiliary supported myriad Coast Guard missions throughout the year while remaining the vanguard for Recreational Boating Safety (RBS). Auxiliarists delivered over 2.4 million hours of support, performed more than 121,500 vessel safety checks and marine dealer visits, and taught over 6,800 boating safety classes, significantly enhancing safety on America's waterways.
3. The aforementioned accomplishments and characteristics reflect a highly dynamic, diverse and dedicated organization of servant leaders, experienced counselors, and true patriots. It is our privilege to include them on our Coast Guard Watch, Quarter, and Station Bill, and have them serve alongside for every mile we steam. On June 23, 2020, I strongly encourage all Coast Guard units to hoist the Auxiliary colors in recognition of the exceptional Honor, Respect, and Devotion to Duty that are consistently displayed by our Coast Guard Auxiliarists. On the 81st anniversary, we thank them for their exemplary service.

Admiral Karl. L. Schultz, Commandant, USCG





W E R E M E M B E R :
MICHAEL SEALFON

End of Watch: August 30th, 2020

Auxiliarist Michael Sealfon of Seattle, Washington served in the Auxiliary for 17 years, holding many offices throughout his service. Most recently, Michael was the DSO-PB for District 13, and an Assistant Editor of Navigator Express, contributing greatly to the content we put forth each edition. Outside of the Auxiliary, Michael was a pharmacist, and devoted his life to pharmacology. Michael will be missed greatly by the NAVEX editorial staff, and all throughout the Auxiliary.





W E R E M E M B E R :

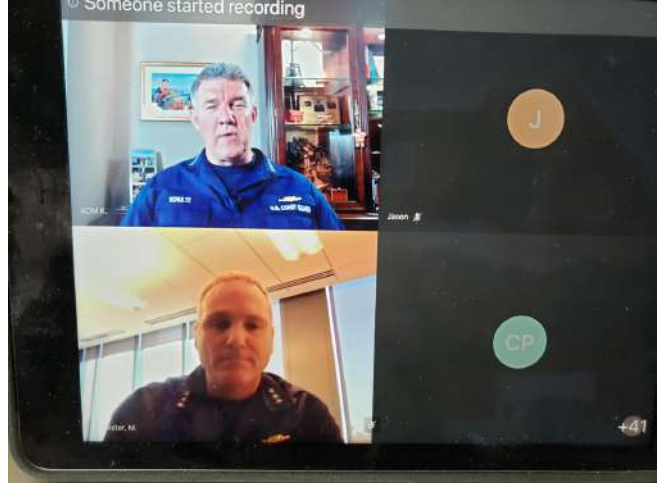
ELAINE GLENN

End of Watch: June 24th, 2020

Auxiliarist Elaine Glenn dedicated her life as an educator, and to the Auxiliary. As a very active member of Flotilla 7-10-2 and U.S. Coast Guard Station Tybee in Savannah, Georgia, Elaine spear-headed a partnership between the U.S. Coast Guard and the Savannah-Chatham County Public Schools, paving the way for Savannah to become an official Coast Guard Community. Elaine crossed the bar following a long battle with cancer, but she never lost sight of her passion for her community. Her contributions to the U.S. Coast Guard will always be remembered. Semper Paratus!



CAPT. NIELS P. THOMSEN INNOVATION AWARDS



The Captain Niels P. Thomsen Innovation Awards are presented annually to members of the U.S. Coast Guard workforce who use innovation to improve the service. Innovation can be used to advance the mission, transform policy and save money. The awards are named after the U.S. Coast Guard inventor of the buoy chain stopper, which dramatically improved the safety of buoy tending operations. They are presented in six categories: Science and Technology, Operations and Readiness, Administration, Training and Support, Culture Change, Auxiliary Achievement, and the Commander Joel Magnussen Innovation Award for Management.

The Innovation Award for Auxiliary Achievement was awarded to Commodore Vincent Pica for his Recreational Boating Safety #Estacle Social Media Program. The Coast Guard Auxiliary focuses on getting the recreational boating safety message out. Initially presented at the 2011 Coast Guard Innovation Conference, the initiative uses Twitter #hashtags to link Coast Guard public affairs news tweets (e.g., saving people in the water from a capsized vessel) to a lesson (e.g., on how to keep your boat from capsizing). This is called an #Estacle. After being dormant for several years, the initiative was revitalized in February 2019. Additionally, the Auxiliary established a website, www.1790.us, that links tweets to lessons that are organized into three broad categories: Seamanship and Safety of Life at Sea; Ready the Boat; and Electronics. As of Dec. 31, 2019, tweets had been viewed over 85,000,000 times.



CRISIS LEADERSHIP: NORMAN MINETA



By Roger Bazeley, PA1

Norman Mineta's style of leadership was based upon a life of acting for the common good to improve his community and society without demonstrating political, race, or religious views in his decisions and leadership processes. His leadership values of analysis and team building came from family roots that started with World War II experiences as being interned as an adolescent in Tule Lake and Japanese internment camps. He was a Boy Scout that rose to Eagle Status during this period and became a lifelong friend of Senator Simpson of Wyoming, who planted the seed of public service as a career.

On the morning of September 11, 2001, while Mineta was Secretary of the Department of Transportation, the country was struck by a terrorist attack. Mineta was catapulted into managing the decisive strategy to activate his staff and management team into risk assessment in taking immediate action to reduce the possibility of further commercial and private airline hijacks. This act of leadership took a decisive action with constantly changing assessment as each terrorist hijack airliner attempted or struck its target of opportunity. This moment brought forth all of Secretary Mineta's management, risk assessment, and decision making into action during the crisis and the many months that followed changing regulations in an increasing volatile geo-political environment where the public lost its comfort in flying. Over the next few years, there was the task ahead of rebuilding the safety integrity and the public's confidence in commercial aviation. Norman demonstrated the key strengths of leadership in times of sudden crisis and recovery.

Leadership must take the ultimate responsibility for its actions, vision, and business/command ethics by virtue of the authority bestowed by the principals of "public trust". To be a truly great leader one must have etched in the soul the principals of "doing the right thing", the belief of integrity and service for the benefit of the public. Only history will justify the right and wrong of leadership's strategic decisions, public works, or impact and benefit to society. Mineta's style of leadership embraces this philosophy; he is my life's bench mark as my mentor, my coach and personal friend.



IN MY HAND I HOLD FREEDOM

In the line of fire;
As many soldiers silently wait, abiding their fate.
Yet, they hold in their hands,
a way to end the war and to restore peace.
But in many ways, they use only one hand.
One hand is in war, the other hand is in sorrow,
for not knowing when it is time,
to return home to their native land.

In the line of fire,
many soldiers wait.
Their fright abiding within;
awaiting their destiny, in the line of fire.
Yet, they hold in their hands,
a way to safely come home, to their native land.

Across the seas in Afghanistan,
and across the sands in Iraq.
America's soldiers fight,
while we wait so long, to finally say,
"Welcome home".

Yet it is not clear,
to know what it's like on the battle field,
and hearing all that noise.

The sound of people dying,
the sound of reeking death.
The sound of screams and shrieks.
We Americans, in all the other states,
Can only imagine the horror New Yorkers felt.

But the sounds of ugly gunfire,
are the scariest of all sounds when followed
by the silence of death.

The soldiers, our brothers and sisters across
the sea and sands are the only ones.
to hold in their hand, a bittersweet victory,
while sustaining our freedom from terror.

And the people in New York,
who have lost friends and family;
we will never know the reality of the moment
from TV images. What they have gone through,
smelling the senseless results of evil forever
enshrined with the smell of fear and destruction.

Watching in September,
we all knew.
this was shockingly real;
what happened on the eleventh of September.
But as it is now nearly December,
even as the day's sun sets, we can all recall the
horror,
as the towers came falling down.
Falling down, falling down.
We can never forget what happened,
even in the light of day.

In the line of fire,
there were many brave citizen heroes lost.
Many of them were fire fighters, police officers, but
most working mothers and fathers leaving behind
children.
Kids all across America are also heroes, enduring
the pain of loss of loved ones and innocence on
September 11, 2001.

In my hand I hold,
with each of you and our heroes the future of
FREEDOM, from terror.
As it has been told often,
we are all in the line of fire in protecting freedom,
each and every day of our lives.

BY ROGER BAZELEY
& MIKIKO BAZELEY





THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001

JUN 02 2020

To the Women and Men of the United States Coast Guard,

In my Commander's Intent of May 18th, I articulated that our nation expected the Coast Guard to remain "*Always Ready*" as we approach hurricane season and a historically busy time of year for our Service. In the two weeks leading up to that letter, four active duty shipmates tragically took their own lives. Shaped by these losses, I stated that the strength of our workforce and successful mission performance are grounded in working and training as a team. The attributes of esprit de corps and camaraderie define us, noting that "we are physically and mentally stronger together."

Today, still amidst the backdrop of the COVID-19 pandemic, our workforce and our society writ large are confronted by societal unrest, and the associated realities and emotions tied to the unresolved and underlying issues fueling that unrest. Recent events resulting in the tragic deaths of Ahmaud Arbery, Breonna Taylor, and George Floyd have fueled frustration, anger, and protest. In the knowledge that the ongoing national social unrest affects our valued shipmates from the African American community in very personal ways, it affects us all as a service.

To be "*stronger together*," we must recognize that we have shipmates that are angry, scared, and weary; shipmates who may feel as a nation we haven't fully availed the *American Dream* of equal opportunity and the unalienable rights of life, liberty, and the pursuit of happiness to all amongst us. We must be vigilant to these shortcomings within our own Coast Guard. Inclusive leadership and being a good shipmate begins with mutual respect. It can start with the simple question of "*how are you doing*," and be complemented by the artful act of respectful and empathetic listening.

In the truly simple yet keenly insightful words of Dr. Martin Luther King, Jr., "*the time is always right to do what is right*." Looking within our lifelines at this critical inflection point, we have an opportunity and an obligation to do what is right and pull together; rally around our most deeply impacted shipmates and our Core Values of *Honor – Respect – Devotion to Duty*; and forge a deeper understanding and appreciation for others' viewpoints and life experiences. Such actions can foster a deeper sense of belonging for all members of our team, and strengthen inclusiveness across our Service. I challenge all of us to be "*stronger together*" as a Coast Guard and as a nation!

Karl L. Schultz
Admiral, U.S. Coast Guard



AUXILIARY SCUTTLEBUTT

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

AUX JACK



*“Any chance this will work as
a fix and float?”*

AUXILIARY SCUTTLEBUTT

Cover Photo:

SAUSALITO, CA — Auxiliarist Peter Shamray and Pete Grosvenor perform a vessel exam looking skyward to inspect the masthead running light on a sailing vessel at Sausalito Marina. Photo by Roger Bazeley.



Vessel Exam Poster:

SAUSALITO, CA — Auxiliarist Peter Shamray and Tiffany Townsend board a vessel after completing a vessel exam and issuing an annual inspection decal. Photo by Roger Bazeley.



Masthead Photo:

SAN FRANCISCO — Fishing vessel at sunset offloading their catch at Pier 45. Photo by Roger Bazeley.



Back Cover:

Top photo: SAN FRANCISCO — Historic schooner GASLIGHT sailing in the fog off Crissy Field.



Bottom photo: INVERNESS, CA — Beached and derelict fishing vessel POINT REYES. Photos by Roger Bazeley.



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*National Commodore Larry King regrets to inform you of the
Crossing of the Bar
Of
U. S. Coast Guard Auxiliary family member*

Commodore Everette L. Tucker, Jr
Past National Commodore
1997 - 2000
Past District Commodore District 5SR
1986 - 1987

*COMO Tucker is survived by his wife, Patricia
and his daughter, Sharon Tucker*

Interment will be at Arlington National Cemetery
at a later date.

AUXILIARY SCUTTLEBUTT

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