

# NAVIGATOR

3RD QUARTER 2019

# 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 Checks (formerly "Courtesy Marine Examinations") 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. It is also critical for increasing 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.



## 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
- Chefs/Food Specialists for USCG events/ships
- Mass Casualty and Disaster Assistance
- Pollution Response & Patrols
- Commercial Fishing and 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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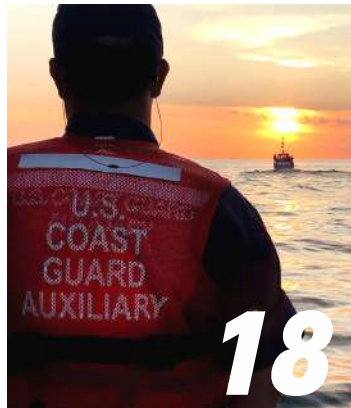
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*Inside the exciting new feature "Galley & Grub", dive alongside us with our exclusive look into the Air Station San Francisco Change of Command ceremony, catered by the Auxiliary Food Service Program!*



*Join us as we celebrate a legend's birthday! Lois Bouton, better known as the Coast Guard Lady, celebrated her 100th Birthday alongside family, friends, and #TeamCoastGuard.*



*The 95th annual Grand Haven Coast Guard Festival honored the men and women serving in the U.S. Coast Guard during the first week of August and memorialized those that gave the ultimate sacrifice during the past year.*

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# NAVIGATOR EXPRESS

## LETTER FROM THE EDITORS

As we move into the fall of 2019 and cascade toward 2020, there is always a sense of reflection on the past year's national events, challenges, and Auxiliary volunteerism in support of Auxiliary missions and the evolving special training that prepares us in our support and augmentation missions with the U.S. Coast Guard as members of "Team Coast Guard". As we approach the end of the year and the beginning of 2020, there is an expectation of renewal as we hold our elections for choosing new flotilla, division, district, and national leadership positions to carry forth our mission of proud service to our communities, the Auxiliary, the U.S. Coast Guard, and our nation with honor and training preparedness. Each year, there are new opportunities to improve and expand the Auxiliary's mission impact, training methods, and public affairs outreach. Our lifesaving outcomes are a result of positive public education.

With the Navigator Express' third quarter issue, we continue to expand our legacy as an effective publication in telling the story of the diversity of activities and accomplishments of our Coast Guard Auxiliary members. Our members are carrying out their activities and volunteer service missions across the entire United States and its territories. This includes everything from recreational boating safety and vessel safety inspections to that of Auxiliary food service and public affairs. We have had our own publication renewal with new NavEx team members from the editor, layout editor, and assistant editors, to our directorate leadership.

This third quarter issue's main theme, the Sea Scouts Program, reflects the embracing of working alongside the Sea Scouts/BSA (Boy Scouts of America) as a key element and expansion of our Auxiliary youth program. Highlighting the positive outcome of training our youth in Safe Boating practices and Safety at Sea training events, these programs are designed to mentor youth that are interested in maritime careers through attending the (AUP) Auxiliary University Program or attending service academies such as the U.S. Coast Guard Academy, U.S. Naval Academy, or others like the California State or New York State Maritime Academies. The Auxiliary now joins the U.S. Coast Guard in joint participation and training of the next generation of mariners and safe boaters, as well as potential USCG Auxiliary and U.S. Coast Guard members. In this issue of NavEx, there are new features and updates in the layout and special section additions, such as the Auxiliary Food Services Program (AUXFS) feature "Galley & Grub" and "The Navigator's Corner".

There are inserts describing about the Auxiliary and the programs we participate in, adding to the exciting photography and diversity of articles reflecting an effort to cover a broad base of topics. One goal is to reflect the geo-diversity in the articles to illuminate the national diversity of our Auxiliary membership and missions. We are prepared to take on these new directions of continuance and renewal as we navigate toward 2020. Our main goal as editor and layout editor is to make our contributor's work shine and communicate with impact. Our door is always open to new and intriguing articles from around the country and globe that tells the story of our accomplishments in serving our communities and participation with the United States Coast Guard as members of "Team Coast Guard".





# AUXSCOUT PROGRAM FEATURED AT BSA'S NATIONAL ANNUAL MEETING



By Auxiliarists Amy McNeil (085-01-04) and Bruce Johnson (054-22-02)

Denver, Colorado — The Boy Scouts of America (BSA) recently wrapped up its National Annual Meeting (NAM) in Denver, Colorado on 29-31 May. The NAM brings together Scouting volunteers and professionals from every state in the union. All are passionate about Scouting and what it does to build a better tomorrow through America's youth.

The Coast Guard Auxiliary signed a Memorandum of Agreement (MOA) with BSA at last year's Auxiliary National Convention (NACON) that designates BSA's Sea Scout program as the Auxiliary's official youth program. Since then, the Auxiliary has been conducting a pilot roll out of this new partnership in the Auxiliary's 5th Southern and 9th Eastern districts that has been going very well. *(continued on next page)*

The Auxiliary sent a delegation led by National Commodore Larry King to this year's BSA NAM. Commodore King and Bruce Johnson, Youth Programs Division Chief, reported to the National Sea Scout Committee at their meeting on Tuesday. The pilot rollout has had many successes, including several Sea Scouts and their leaders joining the Auxiliary, two Sea Scout units (called "Ships") being started by local Auxiliary flotillas, and several "Safety at Sea" events being planned throughout the U.S. in the near future. The National Sea Scout Committee was very appreciative of the Auxiliary's efforts, and pledged to continue working closely with the Auxiliary to coordinate our programs and promote recreational boating safety to America's youth.

As in previous NAMs, the Auxiliary shared exhibit space with the Sea Scouts. The two-fold focus of the exhibit was to talk about how the Auxiliary is supporting sea scouting, as well as introducing hundreds of Scouts and Scouters to the Coast Guard Auxiliary. This year's larger booth space enabled higher visibility and provided an inviting area where Scouters from coast-to-coast could venture in and talk with Auxiliarists. It was an ideal time and venue for a soft roll out of the AUXSCOUT Program, providing an effective and illustrative way to inform the Scouting community about this exciting initiative.

Special events happen frequently at NAMs, and Denver was no exception. The Auxiliary contingent, including Commodore King, had the privilege of attending a Sea Scout Change of Watch ceremony where Vice Admiral Charles Wurster, USCG Retired, who has served as the National Sea Scouts Commodore for ten years, handed over the watch to T.W. Cook, an active Auxiliarist from Texas. Because it was held in the exhibition hall, dozens of Scouters were able to witness the ceremony. The Change of Watch also included two new Sea Scout Regional Commodores and a new National Boatswain, Hannah Carter.

*Auxiliarists who would like to learn more about the Sea Scout relationship will find a wealth of information at:*  
[http://auxbdeptwiki.cgaux.org/index.php?title=Sea\\_Scouts](http://auxbdeptwiki.cgaux.org/index.php?title=Sea_Scouts)



*AUXSCOUT Booth at the meeting.  
Photo by USCG AUX PA.*

The Auxiliary was enthusiastically received at BSA's National Annual Meeting. Exhibit visitors were very interested in the Auxiliary and what it does, while many visitors also wanted to explore Coast Guard careers for their sons, daughters, and scouts. We will have many more opportunities to work together with the Sea Scouts when the AUXSCOUT initiative rolls out this fall. More information will be available soon on my.cgaux in the Sea Scouts/Auxiliary Youth Development community of interest.





# AUXILIARY PROGRAMS

The USCG Auxiliary has a wide variety of programs in which members may participate and make a real difference by serving, supporting, and augmenting the USCG and Auxiliary; as part of America's "TEAM COAST GUARD".



## **MARINE SAFETY (MS) AND ENVIRONMENTAL SAFETY**

Qualified Auxiliarists and their facilities assist with USCG marine safety and environmental protection.

## **PUBLIC AFFAIRS SUPPORT (PA)**

Auxiliarists are authorized upon qualifying as a Public Affairs Specialist to support both Coast Guard and Auxiliary Public Affairs including publications.

## **PUBLIC EDUCATION (PE)**

The Education Department's mission is twofold: to provide exceptional boating safety education to American boaters with the aim of reducing loss of life, personal injury and property damage to recreational boaters; and to deliver the highest possible quality training, resources and publications for our Public Education and instructors.

## **RBS PROGRAM VISITATION (PV)**

The RBS Program Visitation's intent is to save lives and property by providing marine related businesses with the most current boating safety information for boaters. Marine businesses customers will be able to obtain the most up-to-date boating safety literature and information on Auxiliary Vessel Safety Exams and Public Education boating courses.

## **FOOD SERVICE SPECIALIST (FS)**

Auxiliarists' augment and support active duty food service in galleys, aboard cutters and during special events.

## **AUX AIR AVIATION PROGRAM**

(SAR) Search and Rescue Patrol Missions as a USCG Auxiliary qualified Pilot, Co-Pilot or Air Observer in AUX Facility.

## **RECRUITING PROGRAM**

Auxiliarists may qualify and be assigned to duty as military recruiters to support the USCG's recruiting program. This assignment includes qualification as a military recruiter, proctoring recruiting examinations, and administrative assistance to recruiting offices and for screening applicants for the USCG Academy.

## **AUGMENTING USCG**

There are many diverse areas available in augmenting the USCG from Marine Safety and the AUXFS program to Public Affairs. Augmenting assignments are coordinated by your Auxiliary Sector Coordinator (ASC) or Auxiliary Unit Coordinator (AUC) to determine relevant qualifications.







# TWO UNIFORMS ← → ONE MISSION

By Alvin Dillard, AUXPA1

He wears two uniforms with pride and resolve. His name is Thomas (T.W.) Cook, a member on Flotilla Belton-Stillhouse Lakes, in Belton, Texas and the National Commodore for the Boy Scouts of America Sea Scouts program.

I have known TW, as he likes to be called, since 2015, when he was Flotilla Commander, and I just joined the auxiliary. He appointed me to be the Flotilla Staff Officer for Public Affairs and Publications which may have been his only mental error. Although I wasn't certain what was expected of me as an Auxiliarist, his mentorship, patience, and encouragement guided me to become an example to others and challenged me to strive for the best.

TW joined the Auxiliary in 2011 and immediately began to work on becoming an example to all Auxiliarists. His accomplishments include boat crew, coxswain, instructor, telecommunications operator, and vessel examiner.

He rose to the status of Auxiliary Operational (AX2) and has served as Flotilla Vice Commander and Flotilla Commander. Through his efforts others have been able to complete boat crew and coxswain training and certifications. He continues to be an inspiration to others as he shares his experiences with new members.

He wears another uniform, and that, as a member of the Boy Scouts of America, Sea Scouts. His extensive service as gained him universal recognition and respect throughout the program, and he currently serves as the National Commodore with over thirteen years working with boys and girls, ages 14 through 21 years of age to become the leaders of the future. I had the privilege to ask TW about his role, leading the Sea Scouts, now that he is the National Commodore, his responses give an insight to the national goals and how the Sea Scouts and the Coast Guard Auxiliary will work together to fulfill their missions.



## **1. Now that you will be leading the National Sea Scout program, what is your vision for the future?**

The vision is simply to grow Sea Scouts across the country, by doing a better job of marketing, by providing better support for people starting ships at the local level, and by developing relationships, including the relationship with the Auxiliary.

## **2. What are your goals as the National Commodore?**

My role as National Commodore is the chairman of the National Sea Scout Support Committee. In Sea Scouts, Commodores at every level (council, area, region and national) means Committee Chair. Anyway, the goals are simple. There are 3. First is start new ships (ships are the basic unit of Sea Scouts; sort of like flotillas is to the Auxiliary.) The second one is to grow the ships we already have by recruiting new youth. The third is to retain our ships and not let them fail. There are lots of other things we'll be working on as well.

## **3. With the Coast Guard Auxiliary having the Sea Scouts as their official youth program, what changes do you see with the Sea Scout program?**

I don't know that it will change as much as expand the Sea Scout program. We've always had a sort of spiritual connection to the Coast Guard and the Auxiliary in that we've shared a deep interest in boater safety, and there have been quite a few Sea Scouts through the years who, because of their Sea Scout experience, chose the Coast Guard as a career. One of the former Scouts from my home ship is presently stationed in Neah Bay. Another is a marine inspector who just moved to Puerto Rico. I think this new relationship will expose a lot more youth to that potential, which is a win for both them and for the Coast Guard.

I do think that this relationship has the potential to up our game in Sea Scouts - one of our limitations to growth has been the availability of qualified adults to teach our youth, and the Auxiliary could make a difference in both quality and quantity of maritime expertise to work with the youth.

The mission of the Boy Scouts of America is to prepare young people to make ethical and moral choices over their lifetimes by instilling in them the values of the Scout Oath and Law. Sea Scouts does that using boating and related activities as a fun way to develop competence and practice leadership. The capability that the Auxiliary brings helps us fulfill that mission.

## **4. As a member of the Coast Guard Auxiliary will you be able to continue to promote the Sea Scout program at the local level?**

My most important job as National Commodore is to promote Sea Scouts at all levels. The Auxiliary is a great channel to do that, and I plan to be as involved with my flotilla (including promoting Sea Scouts) as my schedule permits. If you think about it, Sea Scouts represents an ideal way for the Auxiliary to fulfill the recreational boater safety mission - if we can instill into a teenager the skills and attitudes needed to be safe on the water, that's something that will go with them throughout their life. It maximizes our chances of keeping them and their friends and family safe on the water for many years to come.

## **5. Is there anything you can offer to those boys and girls who are interested in the Sea Scout program.**

Sure! Sea Scouts are about high adventure in, on, around, and under the water, and if that sounds like fun to you, you should join us! ([seascout.org/join](http://seascout.org/join)) (<http://seascout.org/join>) is a good place to start. If you're interested in a maritime career, whether Coast Guard, Navy or Merchant Marine, we can help with skills that will get you started.

## **6. Do you have any ideas to offer the local flotillas for recruiting or starting a Sea Scout ship?**

I think the main thing is not to be afraid to explore the idea. Sea Scouts may not be a fit for every flotilla, but I think some sort of Sea Scout connection is appropriate for most. If your flotilla is in a position to go further and start a ship, all the better, but remember that's not the only relationship you can have.

## **7. Are there any concerns that you have as this unique program develops and what is your advise to assist local units?**

My main concern is that people will adopt a "wait and see" attitude rather than being proactive. We need to be patient and persistent but not hesitant. I think that the decision to pilot the program in 2 districts is wise and we're getting good experience there that will serve us well when we do a nationwide roll out. But just because your flotilla can't charter a ship yet doesn't mean you shouldn't reach out to the Sea Scouts in your area and start developing a relationship. I think you'll be pleasantly surprised by how serious and dedicated our Sea Scout youth are. These kids are serious about boating and want to learn all that they can. Their enthusiasm can bring new energy and enthusiasm to a flotilla if only you let it.



**FEATURE ARTICLE**

# SAFETY AT SEA



**The 2019 Sea Scouts Safety at Sea is a joint Coast Guard/Sea Scouts BSA program and we are excited to introduce the Auxiliary to the program. Dive into the training of the Napa Valley Sea Scouts and the history that makes this program so beneficial and inspirational.**

**BY ROGER BAZELEY, PA1**

**NAVIGATOR  
EXPRESS**

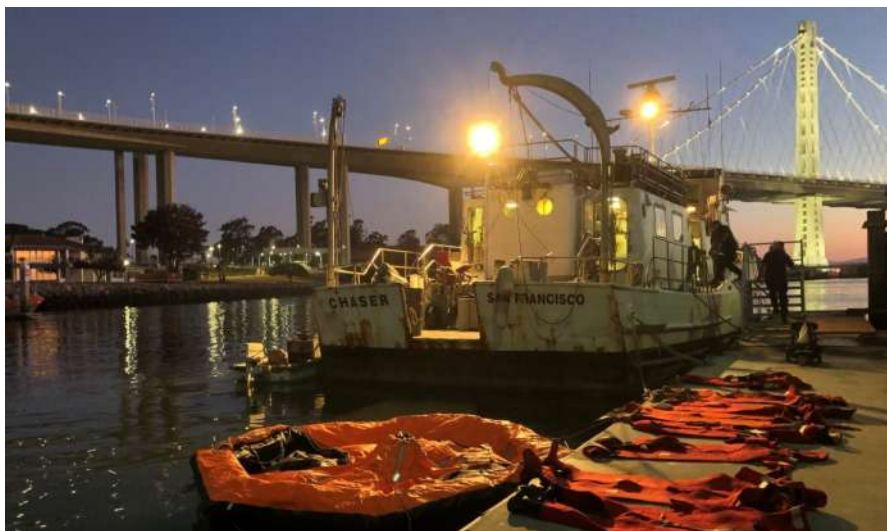
San Francisco, California — It was Dawn when the USCG Auxiliary training volunteer team arrived at USCG Station San Francisco, located on Yerba Buena Island (YBI), while awaiting the rising sun. The Sea Scouts and their leadership were already preparing for the day's annual "Sea Scout Safety at Sea" training event with their instructors, USCG from Station San Francisco, and USCG Auxiliary volunteers.

On this day, the District 11 USCG Auxiliary was present to join, observe and meet with Sea Scouts and their leadership to promote and develop a new youth training and participation program with the Sea Scouts on a regular basis alongside USCG Auxiliary volunteers and instructors; to be eventually trained and qualified to work with youth programs, such as the Sea Scouts with 14-21 year old members.

These amazing Napa Valley Sea Scouts' teens showed their incredible enthusiasm in all aspects of the Annual Training at YBI and throughout the entire preceding summer of diverse boating and seamanship activities aboard the SSS CHASER. Just as the ships' Skipper Carl Shellhorn would say, "Welcome aboard the Sea Scout Ship Chaser, where young men and woman learn teamwork, responsibility, camaraderie and leadership — all while having the adventure of a lifetime".

There is the story that was told to Pat Stanley, a reporter with the Napa Valley Register about one eighteen year-old Brian who joined the Sea Scouts early in 2002, like his older brother did, who is now in the Coast Guard. Brian attended at the time Napa High School and was a boatswain aboard the Chaser. An earlier cruise convinced him to join the program.

Nicholas, another 18 year old, said experience aboard the Napa ship landed him a job at the Napa Marina, where he spent many summer days doing boat hull preparation for repainting the hull with anti-fowling paint. He has progressed to learning how to "break down" engines to perform maintenance work. "This is really setting me up for what I want to do in the future," said 16-year-old Curtis who planned to attend the Maritime Academy, part of the California State University system. The young sailor hopes he'll land a seafaring career. This is very typical of the youth that go through and participate in the Sea Scouts program across the nation.



*The Sea Scouts ship (SSS) CHASER tied up at Yerba Buena Island, Station San Francisco having cruised from its current berthing location of Napa, CA. In the water an inflatable life raft and dry immersion life suits laid out on dock in preparation for the day's demonstrations and water training. The USCG Auxiliary was welcomed aboard for early morning coffee and breakfast prepared on board by the Sea Scout's Chief. Photo: Roger Bazeley*

The skipper, Carl Shellhorn, was a Sea Scout in his younger years, having joined at the minimum age of 14. He returned as an adult volunteer, and became skipper in 1992. Over the years, Shellhorn said, he helped "behind the scenes." As owner of Carl's Welding, he was able to lend his expertise, especially after the present steel-hulled vessel was acquired in 1986. Before then, the 90-foot vessel that was launched in 1958 saw duty as a patrol and research craft with the California Department of Fish and Game.

The Chaser has visited many ports, including Catalina Island, the Columbia River, Mexico and British Columbia. The current ship allowed the local unit to grow by virtue of its size. While their ship is 90 feet long, it replaced a vessel 27 feet shorter. Both were named "Chaser."



*USCG Auxiliary members supporting the Sea Scouts Safety at Sea training event held at YBI Station San Francisco included Left to Right: Jerry Edelen, Murray Shamray, Commodore Mary Kirkwood, Casandra Main, Craig Johnston, and Jean-Michael Zimmerle.*





Briefing in SS Chaser Ward Room by Skipper/Chief Carl Shellhorn to Jerry Edelen, COMO Mary Kirkwood, Jean-Michael Zimmerle and Murray Shamray.



Shellhorn said the Napa community has been instrumental in helping the Sea Scouts, citing donated supplies and manpower for projects ranging from steel for a new gangway to engine parts. The program is open to kids from 14 to 21. The Chaser's log book contains many success stories of young men who went on to maritime careers, including graduates of the Maritime Academy and officers aboard major shipping companies (Pat Stanley Reporter, Napa Register).

The Sea Scouts/BSA leadership expressed their enthusiasm to introduce the Auxiliary and Sea Scouts members to each other and gain support and participation in the "Sea Scout Safety at Sea" event. After Breakfast aboard the SSS (Sea Scout Ship) Chaser at YBI Guest Pire, the Auxiliary leadership and volunteers participated in a briefing and event demonstration and training stations walk-through.



"The 2019 "Sea Scouts Safety at Sea" is a joint Coast Guard/Sea Scouts BSA program and we are excited to introduce the Auxiliary to the program", according to John-Michael Zimmerle. "This is our 26th annual event and I have had the pleasure of serving on the "Safety at Sea" staff and organizing committee for over 20 years. I am confident that you will find the same pleasure interacting with our young men and women as they participate in hands-on training evolutions that improve critical lifesaving and safety skills".

Top photo: Auxiliarists walking past a row of immersion suits and life raft used for water training aft of SSS Chaser vessel. Bottom Photo: Sea Scouts Leader and Auxiliarist Jean-Michael Zimmerle explains the USCG designed hull repair training during demonstration station walk-through.





John-Michael stated that, “traditionally our role as adult leadership at the event is to coach and guide these young people through each evolution. Everything is hands-on and designed to let our Scouts give their best while learning and honing skills in these critical areas:

- **Damage control:** USCG provides the use of a damage control vessel where Scouts attempt to repair and control hull breeches.
- **Firefighting:** Safety at Sea owns and operates two propane-fueled flash-pans that simulate onboard firefighting conditions in a controlled and safe environment. Scouts don firefighting gear and use pressurized water-mist extinguishers to approach, attack, and defeat the fire threat.
- **Fire hose handling:** Probably the Scouts favorite event. Scouts practice hose and nozzle handling techniques in a tug-of-war like game where opposing teams must move the fender ball across a line to the opposing team only with the water at the end of their nozzles.
- **Law enforcement:** USCG personnel explain and demonstrate to Scouts law enforcement techniques and mission requirements.
- **Towing:** Sea Scouts use working models to demonstrate their skills in preparing and executing vessel towing operations.
- **Flares and signals:** Scouts are taught and practice the correct procedures and uses of various pyrotechnic signal devices.
- **Life raft operations:** Scouts don survival suits, hit the water, and practice entering and exiting a life raft in the boat basin.
- **Pipe patching:** Using a pipe tree, Scouts use their best efforts to control a variety of breeches in pressurized water pipes.

Top photo: USCG damage control tank. Middle photo: flash-pan fire suppression. Bottom photo: fire hose team handling. Photos by Roger Bazeley.



John-Michael Zimmerle states further, “this year we anticipate the Auxiliary role to both observational and hands-on. We would like Auxiliary members to experience the whole event, spending time at each station to participate and to learn how our program works. Of course we would like to make Auxiliary participation permanent at the event - first-comers will be in an awesome position to help us expand our roles in the years to come. Auxiliary members will be invited to participate in our after-action activities.”

At the District Eleven North’s Fair and District Meeting held at USCG Island, Alameda on Saturday, September 21, accolades and impressions of the Sea Scouts’ joint “Safety at Sea” event were numerous from District Captain (DCAPT) Jerry Edelen’s report and that of Commodore Mary Kirkwood. Jerry Edelen said, "These Sea Scouts were incredible and worked with the USCG and Auxiliary with unbridled enthusiasm and with incredible leadership and teamwork in all of the training activities".

Commodore Mary Kirkwood was equally impressed and accompanied her report by a photo slide show. She reviewed and spoke on the areas of expanding the district’s Auxiliary training and participation in supporting and working with the Sea Scouts on future training activities in concert with the USCG, as a part of Team Coast Guard activities supporting youth interested in the maritime services, careers, and even possibly choosing to attend the Coast Guard Academy, Navy and/or USCG Auxiliary.



*Top photo: pipe leaks patching. Middle photo: flare handling. Bottom photo: life raft handling and immersion suits survival methods. Photos by Roger Bazeley.*





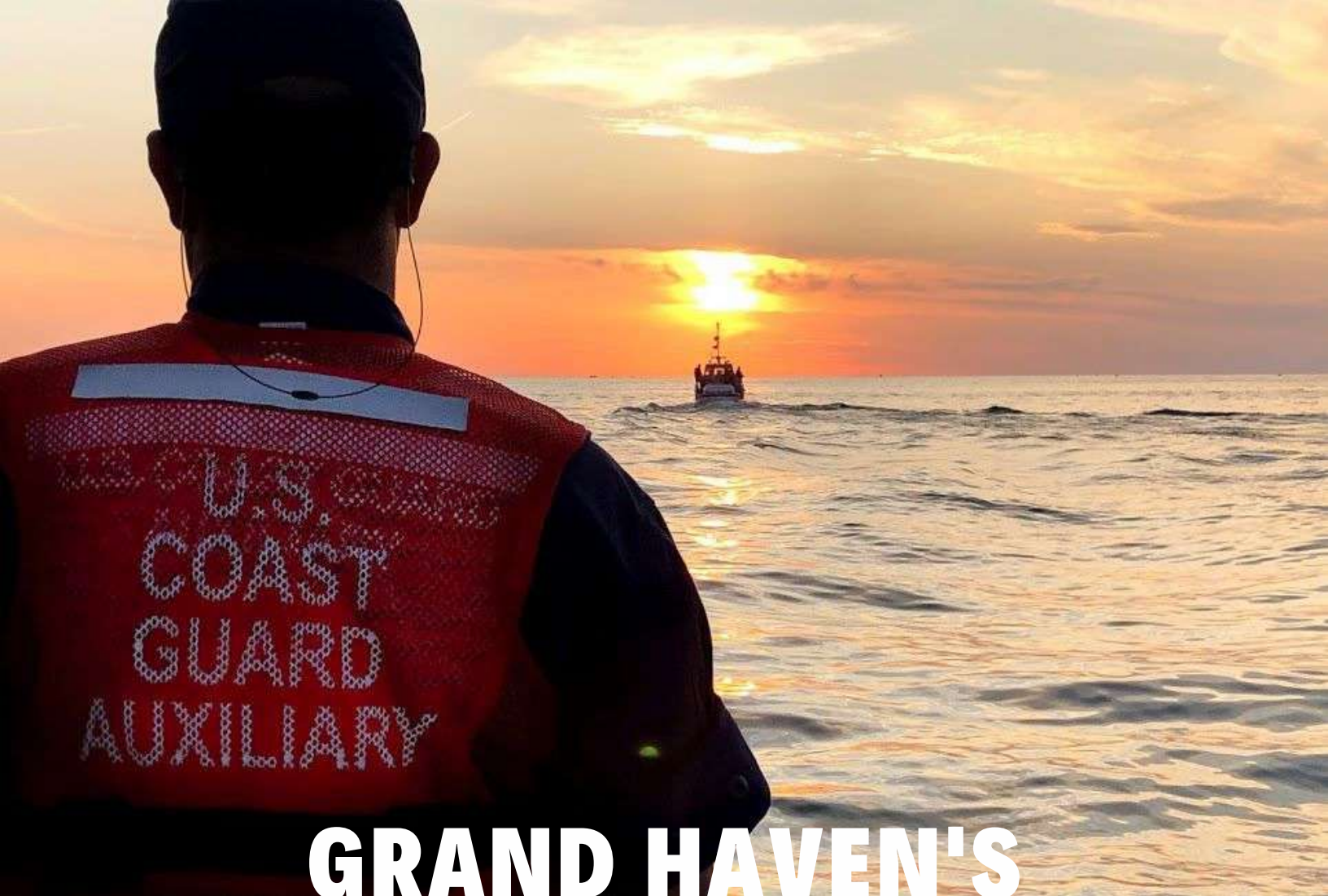


**You know the difference.**

*A turtle doesn't.*



**Reduce. Reuse. Recycle.**



# GRAND HAVEN'S 95th COAST GUARD FESTIVAL

By Ralph Fairbanks, AUXPA3

Grand Haven, Michigan – The 95th annual Grand Haven Coast Guard Festival honored the men and women serving in the U.S. Coast Guard during the first week of August and memorialized those that gave the ultimate sacrifice during the past year. There was a wide variety of events throughout the week including two parades, a carnival, concerts, a craft show, a cruise-in car show, fireworks, Coast Guard boats and personnel, and the a national memorial service.

On our 80th anniversary, the Auxiliary once again did its share in supporting the Coast Guard in a myriad of ways. Four cutters, the USCGC ALDER, USCGC BRISTOL BAY, USCGC BUCKTHORN, and USCGC KATMAI BAY entered the port during stormy weather and high seas and tied up in the government basin in front of the Grand Haven Coast Guard station. The following day the weather cleared and over 33,000 visitors toured these ships during the six days of celebration under beautiful skies.

The Auxiliary was there to greet the visitors and make them feel welcome while ensuring security was maintained. This was the first year the Grand Haven flotilla had a Personal Watercraft Operator (PWO) certified operator who patrolled during the "Cardboard Boat Race". He was successful in rescuing the Coast Guard's entry in the race which sank a few yards off shore in the Grand River. The flotilla's boat crew conducted patrols during the parade of ships, waterski show, which had over 4,000 attendees, and of course, the fireworks show on Saturday night. Auxiliarists also participated in the grand parade, "Kids Day", Coast Guard Band performance, the memorial service, and transportation for Coast Guard dignitaries.

All in all, the Auxiliary volunteered several hundred hours supporting the Coast Guard and its mission during the festival. They look forward to repeating their support next year.





Photos provided by Ralph Fairbanks, USCG AUX Photographer.

U.S. Coast Guard Auxiliary crew members from Central Brevard Flotilla 17-6 apply "Life saved" decals to Auxiliary vessel Eco Tours. Eco Tours had recently been used to rescue three people from a disabled and drifting 17-foot boat in the Banana River. Pictured from left are Mike Smith, Bill Strawn, and Bob Caldo. Coast Guard Auxiliary photo by Greg Hendricks.



# RECOGNIZING THE RESCUERS

## LIFE SAVED MARKS FOR AUXILIARY FACILITIES

By John Kachenmeister

It was one of Auxiliarist Kevin Johnson's first patrols since joining the Auxiliary a few months earlier. The crewmember trainee was standing a taut watch as stern lookout when he saw a boater waving his T-shirt wildly from his boat more than a half mile away in the rocky shallows of the Indian River between Melbourne and Cocoa, Florida. Johnson alerted the coxswain, John Kachenmeister, who immediately turned to investigate the sighting.

The crew found a boat, dead in the water, with three people, including a five year old little girl, on board. They were out of drinking water, and all were showing signs of heat exhaustion in the hot Florida sun in July. Coxswain Kachenmeister and crewmember Bill Giers, both medically trained, agreed that to wait for a private tow would be very dangerous.

So the Auxiliary crew went to work, with crewmember Alan Goodman maneuvering the helm carefully in the shallow water, and crewmember Bob Caldo and trainee Johnson rigging the tow line. The crew towed the stricken boat clear of the treacherous waters, transitioned to an alongside tow, and slipped both vessels into a narrow public dock with inches to spare without so much as a bump or scratch.

Three lives saved and a disabled boat recovered without damage. A very successful patrol. But that was only the beginning of the story.

A few days later, Auxiliarist Giers was at Coast Guard Station Port Canaveral on an unrelated duty, and he was still feeling the rush of a job well done from the rescue. He looked up at the two cutters docked there, and saw the numerous drug interdiction marks displayed up on the bridge.



He wondered, “Maybe we should do something like that with our boats to show the lives we have saved?”. Giers went home and designed a “life saved” mark for the Auxiliary boats, and sent it via email to some of the other coxswains and crews. With his long background in Auxiliary public affairs, he designed the mark using a graphic image of a Personal Flotation Device with the thought that it would not only be a point of pride among boat crews, but also might help encourage the public to use PFD’s all the time when underway. One of the designs was sent to Kachenmeister.

“I read Bill’s idea, and immediately supported it. I thought it was great!” said Kachenmeister. “But the design of the mark using a PFD I did not think would work.”

“The trouble was, when you reduced the image to a size that would fit on our small boats, the PFD was not recognizable as such,” Kachenmeister said. “At best, it was some sort of amorphous orange blob, and at worst, something from microbiology class that you didn’t stain right.”

Kachenmeister contacted Giers and suggested a new design, that being a life ring rather than a PFD. He explained that the life ring was a much more recognizable symbol of saving lives at sea. He also sent some sample designs back to Giers. “As soon as I opened the e-mail, I knew John was right. The life ring looked much better,” Giers said. “Next, we had to determine the cost of this program.” In the informal discussions, the idea surfaced that instead of one mark for each life saved, we would order a single large sticker for each boat and put an Arabic numeral in the center indicating the total lives saved.

“I was opposed to the one-sticker idea,” said Kachenmeister. “To me, I thought it was reminiscent of McDonalds with their old sign indicating how many billions of burgers were sold.”

But Giers and Kachenmeister agreed to explore the costs of both ideas.

“John e-mailed me with information from an established graphic printing company, and it was a pleasant surprise,” Giers said. “We could order both the small individual stickers, and the larger ones all for less than \$100. That included the design and printing.”

Kachenmeister explained that using an established graphics printer gave the flotilla the advantage of a professional image, and that that the image would be kept on file for when we needed to order more.



*U.S. Coast Guard Auxiliary crew member Mike Smith (left) and coxswain John Kachenmeister show off four "Life saved" decals earned so far by Auxiliary vessel Anchor Management. The custom decals are part of a Central Brevard Flotilla 17-6 initiative to recognize facilities and crew that have performed life-saving rescues. Coast Guard Auxiliary photo by Jean Peterson.*

“With the cost that low, we could print both variants, and let the boat owners choose which one they wanted,” said Kachenmeister. “Or, they can have both if they want!”

Giers explained that going back over the records for how many lives were saved by which boats was easier than previously thought. “We just called up the annual letters of each facility owner, and confirmed the total number of saves.”

“I put mine on the port side on my windows, low by the gunwale,” Kachenmeister said. “I put them on when I cleaned the boat up and checked the engine fluids the day before we were to go out on patrol. When I put the boat in the water at the marina on patrol day, I had two recreational boaters stop and ask what the little life preservers on the side meant.”

“I was proud to explain it to them,” Kachenmeister said. “I was afraid that this program might end up as a ‘one-and-done’ and that once the initial issue had been made, it would fall apart,” Giers said. “We went through the holidays and then the government shutdown with no rescues, and people tend to forget.” But in early February, our Vice Flotilla Commander Greg Hendricks and his crew rescued three people from a disabled and drifting 17-foot boat in the Banana River. That same day he sent a copy of his report to us wanting to know how long he had to wait for his “save” marks! It is hard to find a better morale booster than this program and still get change back from a \$100 bill!

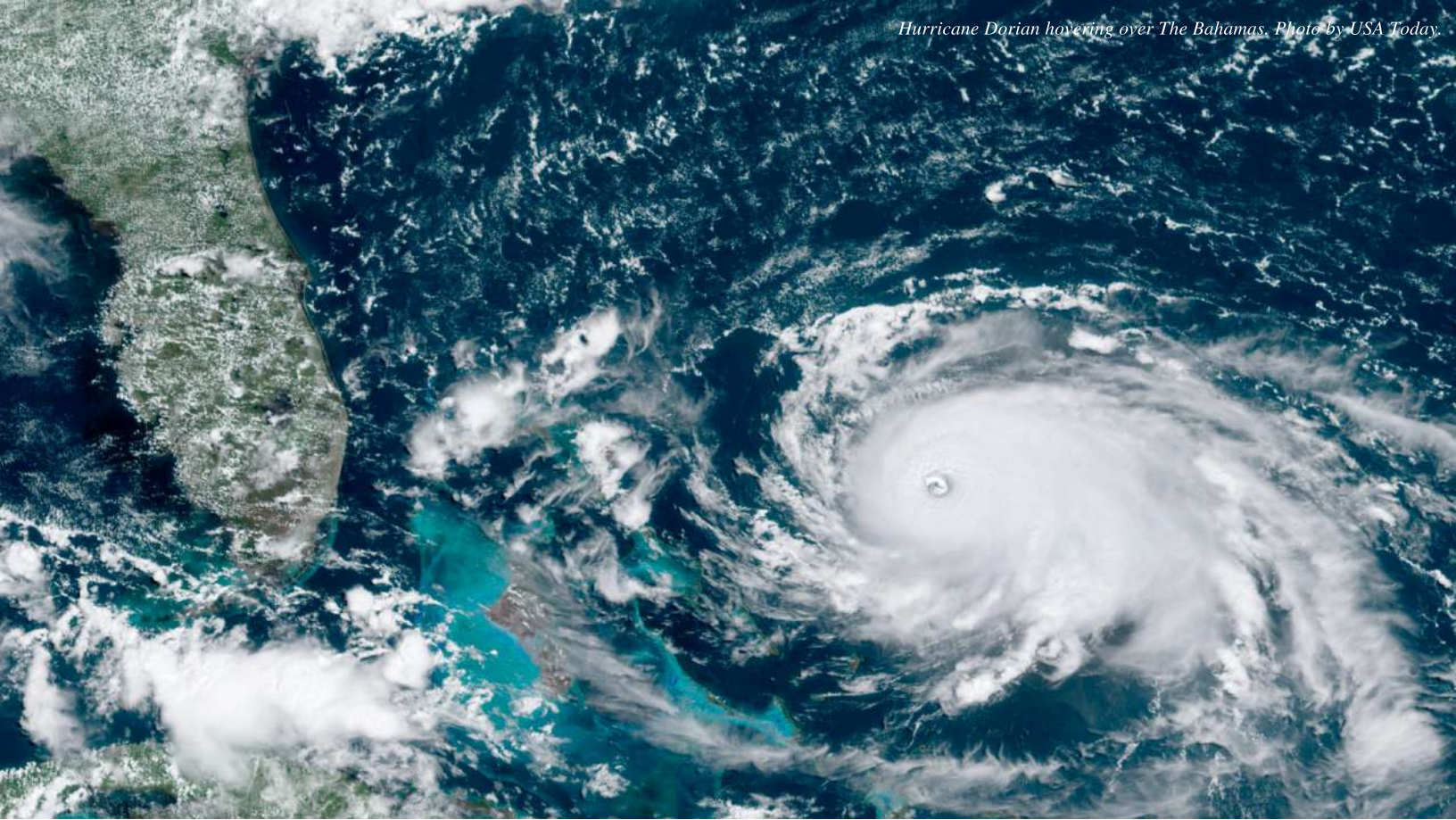




# AMERICA'S VOLUNTEER GUARDIANS

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# HURRICANE DORIAN: THROUGH THE EYES OF AN AUXILIARIST

**By Kathleen M. Neal**

Kill Devil Hills, NC — I joined the Outer Banks Flotilla just over a year ago after moving to Kill Devil Hills, NC. I became their Public Affairs Officer in 2019. Fresh from Public Affairs C-School training (a U.S. Coast Guard Auxiliary class), I'm looking for material to publish. Hurricane Dorian provided me with that and so much more.

To leave, or not to leave; that was my question. My conscience urged me to evacuate - after all, Dare County advised visitors to evacuate on Tuesday and residents to leave on Wednesday. Yet, the weather all last week was beautiful. Over 75% of my neighbors on Colington Island were staying. But, I dutifully made a hotel reservation in Glen Allen, VA for Thursday and Friday evening. I heard about the tornadoes Thursday morning. I saw the damage on the local news. But when Thursday afternoon arrived and the weather was still calm, I decided to stay.

Thursday evening wasn't too harrowing. The storm was not close yet. I listened to the radio early Friday morning as a woman was reporting the eye had just passed over Hatteras. She was certain because the rain had stopped. Briefly. But then the eye wall slammed Ocracoke Island and I soon learned that Ocracoke caught the brunt of the storm surge and the village of Hatteras was also flooded. Next Manteo was flooded. The Category 1 storm churned up the Outer Banks coast. We lost power, internet, cable, and our mobile data service by noon on Friday. So I listened to the storm winds howl and gust at 50 - 60 mph. The canal in back of our home looked like the Albemarle sound. Six-inch to 1-foot waves were breaking, blowing, and splashing over the neighbors dock. Threatening our bulkhead. Next, the wind is forcing the rain into our doors. All towels and buckets on deck. Part of me was glad I was there to perform damage control. The other part wished I was in Virginia.



But all the while, I knew my fellow shipmates were near. Several of them live in Colington Harbour as I do. Our division and flotilla commanders made sure there was an "Emergency Call List" in place. There was a spreadsheet listing each member showing whether we stayed or evacuated, and our mobile phone numbers. There were Everbridge emergency calls and emails sent to all Auxiliarists expecting a response as to whether we were "safe and in place", "safe and displaced", not "safe and in place, or not "safe and displaced". Our flotilla commander was in touch with me throughout the storm.

Later Friday afternoon, the winds and rains abated. The canals slowly quieted. Our bulkhead remained un-breached. But we all know that the slightest change in the track of the storm could have changed all that. On Saturday, I visited the Avalon Pier which is close to my home. I was heartbroken to see that Dorian had claimed the back half of the pier. But I was exhilarated to see that the pier was open for sightseers (it was safely barricaded at the end) and their bar patrons and band were enjoying the evening.

Now that Dorian is gone, the clean-up continues. As the locals in the Outer Banks do after every storm, the community will band together to help those in need. Many will send financial help to the Bahamas. Most important to me was that most all our flotilla remained on the island and if possible and if needed, we would have responded to a call for help from the Coast Guard. We are Semper Paratus - Always Ready.



*The new end of the Avalon Pier. Now only 300 feet long, safely barricaded before the end.  
Photo by Kathleen M. Neal.*



*The canal on Friday as Dorian's winds and rains were still increasing. Photo by Kathleen M. Neal.*



*Saturday morning after the storm. The canal was eerily calm.  
Photo by Kathleen M. Neal.*



Official SPAR poster used for recruitment.  
Image: USCG Photo Archives.



**HAPPY BIRTHDAY** ✨ ✨ ✨ ✨ ✨ ✨  
**COAST GUARD LADY!**

By USCG AUX PA



# HAPPY BIRTHDAY COAST GUARD LADY!

By Commodore Randy Ventress, DNAC0-MS



Official SPAR poster used for recruitment.  
Image: USCG Photo Archives.

Bentonville, Arkansas — There was an intimate party of just over 200 family, friends, Coast Guard members, and well-wishers assembled in Bentonville to celebrate the 100th Birthday of Lois Bouton. Her name may not ring a bell to many; however Lois Bouton, known as “The Coast Guard Lady” has touched many lives. Even though Ms. Bouton reached a milestone in her life, turning 100 years young, this article is not entirely about her celebration, but a brief story of a truly remarkable person.

Lois Bouton is a native of Lake County, Illinois, where she was a teacher in the local school system. Ms. Bouton read a story about a Coast Guard rescue on Lake Michigan, and this drove her interest enough in the Coast Guard that she decided she would leave her teaching job and join the military. World War II was in full swing and she wanted to do her patriotic duty so, she wrote to the Coast Guard and asked if they accepted women and the Coast Guard wrote back and said "No".

Fast forward to November of 1942 and the establishment of the Women’s Reserve of the U.S. Coast Guard, known as SPARS (Semper Paratus, Always Ready). Ms. Bouton was more than ready to join, however her school schedule delayed the opportunity until the following year. This is when on September 3rd, 1943 that she joined the Coast Guard. There were over 10,000 women that volunteered for SPAR duty during the course of the war.



The Biltmore Hotel in Palm Beach, Florida, served as the training center and boot camp for many SPARs. In Ms. Boutons' own words, "We lived in the Biltmore Hotel, but it wasn't much better than a barracks". She trained for the qualification as a radio operator at the radio school in Atlantic City, New Jersey. It was here that she met her future husband, Bill, serving in the Army. When they met, Ms. Bouton was writing letters to servicemen overseas.

During the Vietnam War she visited patients at the Naval Hospital at Great Lakes Training Center. By now she had returned to teaching and incorporated letter writing into her lesson plans and her students wrote to those service personnel in the hospital. She visited with the wounded and developed a schedule to visit with them weekly. There were a handful of Coasties there and she singled them out to visit with them, making them feel special.

This is where she became famous as the "Coast Guard Lady" and after her relocation to Rogers, Arkansas she missed the contact with the Coast Guard. She began sending "Coast Guard Day" letters and Christmas cards to members of Coast Guard unit across the country. This list grew to over 600 names in her address file, and eventually to over 1,000. One has to have lived the life of military separation from family and friends to know how much a letter means, even from a stranger. In the course of over 40 years she has written over 40,000 cards and letters to Coasties. Of note, Ms Bouton always hand writes her correspondence.

This writer was both honored and humbled to be chosen to present Ms. Bouton a very prestigious award in the Coast Guard Auxiliary. She was chosen by our National Board to become an Honorary Commodore in the Coast Guard Auxiliary. Only eleven Honorary Commodores have been recognized in the Auxiliary's 80 years, including Lloyd Bridges, Jack Lord, Walter Cronkite, and Al Roker. Ms. Bouton is number twelve and the first female to achieve this award. Only the Commandant of the Coast Guard can award this honorary title after nomination from the Auxiliary National Executive Committee.

Ms. Bouton has dedicated much of her life to supporting the Coast Guard, and it was an honor to be able to celebrate this event with so many others. Most importantly to this writer, I am honored to have the opportunity to meet a wonderful, dedicated person, whose thoughts are the happiness of others. Happy birthday Lois Bouton, and Semper Paratus!



*Bentonville, Arkansas --- Bttom Photo: Lois Bouton surrounded by family members, friends, and Auxiliarists in celebration of her 100 year Birthday. Top Photo: Historical images of Lois Bouton. Photos by USCG AUX PA.*



# 25 Years

At

The

Top

By Arlene Ingram | Contributed by Andrew Niquette

*Photo by Jerry Matherly, The Brunswick News.*

St. Simons Island, Georgia — 2019 marked the 25th year that the volunteer light keepers of the United States Coast Guard Auxiliary's Flotilla 10-10, St Simons Island, took on the responsibility from the Coast Guard to maintain the iconic, heavily visited, working lighthouse's official aid to navigation (ATON) located in the village on St. Simons Island, GA.

Since 1994, this multiple award winning, dedicated light team has been cleaning, maintaining, repairing, testing and replacing any aging parts that keep the historic, original 3rd order Fresnel lens moving and brightly flashing its distinctive ATON signal out 23 plus miles to vessels entering the treacherous St. Simons Sound.

It is understood that our light team is the oldest volunteer light team in America! So are members of the St. Simons Island Flotilla proud of that continuous commitment of our volunteers? You bet we are!

Every single week on Thursday afternoon, rain or shine, wind or hail and before incoming hurricanes force island evacuations, members climb the 129 steps of the St. Simons Island Lighthouse, unlock and enter the restricted mechanical room, then climb 10 more feet up to the bright, and always hot, lens room and set to their tasks. Day or night they are subject to be called to repair a light that has extinguished or the flash that has been interrupted and they always, faithfully, answer that emergency call. Devotion to duty is first and foremost to the St. Simons flotilla's light team. Their dedication of purpose embodies our flotilla's motto "Guardians of the Golden Isles".

As keepers of the light, the team must see that during power outages, the light remains lit for incoming mariners. For this responsibility, the team had to rely on availability of a generator from the Port of Brunswick and the Brunswick Bar Pilots Association to continually run the light for commercial maritime traffic. Then in 2018, our flotilla, along with help from the University of Georgia (UGA) Marine Extension Brunswick, were able to take that bothersome matter away from our light team by purchasing a reliable LP generator for the team to have on hand anytime it is needed.

Recently, in both 2016 and 2017, light team members did not evacuate for devastating Hurricanes Matthew and Irma until the guiding light was checked and ready for the storms. Each time the storms passed, and the island opened to essential workers, some of the light team made it in to ensure the light's critical operation.



The current light team members are Jeff Cole, Ralph Ainger, John Farmer and Charles Wiggins. Only a single current member, Jeff Cole, remains as the original member of the team from that first standing order issued by the Coast Guard in 1994. He has provided uninterrupted volunteer service for the last 25 years. Additionally, there have been other members who have given many years of service including Al Dixon and Randy Irwin. The team has lost at least two original/long standing members, Bernie Long and Bob West who crossed the bar in the last few years. Together all these distinguished light team members have contributed well over 10,000 volunteer hours to their ongoing mission since 1994.

The St. Simons Flotilla Light Team is always welcoming of anyone to join them that feels they can dedicate themselves to the team's lofty goals.

In addition to their assigned duties, our Flotilla Light Team members are wonderful ambassadors of not only the Auxiliary but also the Coast Guard, the Coastal Georgia Historical Society and the coastal community. The Coast Guard deeded the lighthouse, keepers cottage and grounds to the historical society in 2002 after leasing it since 1994. The light team stayed on to maintain the light itself. This is a remarkable crew that the historical society will quickly tell you they are so grateful to have in the light keeper's capacity. Not only does the team keep the 1000-watt lamp burning as a USCG ATON, but they handle all the necessary repairs and maintenance. Their care insures that the originality of the historic lighthouse (with its irreplaceable Fresnel lens and revolving mechanism that, incredibly, have all been in continuous service since 1872) remains intact to accurately rotate and illuminate, faithfully bursting its distinctive flash every 60 seconds, night after night and year after year. To honor their unique and valuable service to the community, the Coastal Georgia Historical Society is teaming up with our flotilla to celebrate the 25th anniversary of our dedicated light team with an invitational event on May 23rd on the lighthouse grounds.

Tourists, residents and other guests who climb up to the observation deck, often find our light team members at work on a Thursday afternoon. Still, the team members enjoy taking time to share local knowledge, always eager to point out landmarks from that circular balcony at the top. The majesty of the lofty tower inspires awe in its 360-degree scope of magnificent sights so high above St. Simons Sound and the popular Pier Village. Our volunteer light team loves the light and is eager to offer tales of its official function as well as fascinating history, legends and lore to any who inquire.

Being part of the St. Simons Bar Channel range, the mariners entering the St. Simons Sound at night will visibly place the white ATON beacon from the St. Simons Lighthouse tower in the center of two red beacons on the steel towers located just into the Frederica River at the south tip of St. Simons Island. When these three tower lights are lined up correctly, the vessel's pilot will safely maneuver through the deeper Bar Channel buoys thus avoiding the hazard of the extended shallow and always shifting bar, assuring navigators that they will not run aground. In daylight hours, the tower itself is a charted daymark distinguished by its bright white structure with black trim. The St. Simons Island Light Team is undoubtedly one of the Island's best kept secrets. That exceptionally faithful band of Auxiliary volunteer light keepers dutifully repair, revitalize and otherwise maintain this celebrated attraction of our Island home and keep the picturesque St. Simons Light as a fully functioning ATON. Indeed, the light's operation is a crucial element of the Coast Guard motto, "Semper Paratus".



*Top photo: Jeff Cole and Ralph Ainger stand on the lighthouse balcony with the St. Simon's Sound below. Bottom photo: the St. Simons Lighthouse. Photo by Jekyll Times.*





# INDEPENDENCE DAY RESCUE BY AUXILIARY

Articles and photos by Peter Lacey

The City of Philadelphia is known as the birthplace of our nation. Independence Day is celebrated in the Philadelphia area for more than a week with parades, concerts, and nightly large fireworks displays. Many of these displays are on the Delaware River. Sector Delaware Bay maintains a list of marine events and assigns Coast Guard patrol boats from Station Philadelphia as well as Coast Guard Auxiliary crews to set up and maintain safety zones for these events.

On the fourth of July 2019, two Auxiliary facilities from Division 4 got underway just before 1900. The plan was to transit 13 miles up the Delaware River to the Philadelphia/Camden waterfront and train with an Auxiliary facility from Division 18. Then the three boats would work the fireworks event with two 29 ft patrol boats from Station Philadelphia.

The first facility to get underway was 211993. The other facility, 311444 headed to the local gas dock. Conditions were ideal, with waves less than one foot and a light breeze. 993 was headed upriver at about 20 knots, running on the green side of the channel. Coxswain Andy Crowley (053-04-09) was at the helm. At 1900 he and the crewman on bow watch, John Yowell (053-21-03) noticed a tug pushing a small oil barge into the main channel, on the New Jersey side of the channel just below the mouth of the Schuylkill River. The tug drew their attention because they rarely see small tugs on the Delaware River.

Suddenly, Yowell and Crowley saw the white hull of a small boat pop up and roll over in the tug's wake! The capsized boat was about 150 yards away. The crewman on stern watch, trainee Tim Youngern (053-04-09) said he heard someone say, "It just went over". Coxswain Crowley reported the capsized boat to the Sector Delaware Bay Watchstander via VHF radio. At the time he reported 4 or 5 people in the water. The overturned hull was a 16-foot jon boat and it was sitting in the commercial shipping channel. Yowell and Youngern immediately prepared to rescue the persons in the water. They put down the swim ladder and cleared the decks.



Youngern broke out the heaving line. Crowley maneuvered the boat to come up into the tidal current. He contacted 311444 and requested their assistance. There were several radio calls, to Sector Delaware Bay, 444, a 29 ft Coast Guard Patrol boat, and boats from the Philadelphia Police Marine Unit.

As 993 approached the capsized, the coxswain gave instructions to the crew. The plan was to maintain a separation of 15-20 feet and throw each victim a line to bring them on board one at a time. As it turned out, there were six adults in the water, clinging to the overturned hull, coolers, and even the plastic gas tank. None of the victims were wearing a life jacket. The boaters were relatively calm and able to communicate and answered that they were unhurt, and all accounted for.

Tim Youngern threw a line to the person clinging to the gas tank because that boater was drifting away from the others. The tidal current was 2-3 knots and was quickly spreading out the debris from the small boat. As Youngern brought the boater to the swim ladder, the coxswain put the outboard in neutral and turned the prop away. The first boater was a big man with a bad knee and had great difficulty getting up the swim ladder. While Tim worked with the first boater, John threw the next boater a line. In the next few minutes, John threw each of the boaters a line and Tim brought them on board. The crew was careful to communicate with each other and to coordinate maneuvering the boat vs motor in neutral when a person was near the swim ladder. Tim assisted each boater at the swim ladder.

As each person was brought on board, Andy positioned them on the boat and had them don a life jacket. It was a hot day, so none of the boaters required blankets. Once all six boaters were on board 993 reported to Sector. 211993, a 21 foot walk around now had nine adults on board. The coxswain let the boat drift rather than maneuver an overloaded boat. The crew provided boaters with water and sports drinks. John Yowell assisted in contacting the boat owner's insurance and coordinating a commercial tow.

In a few minutes, 311444 arrived on scene. The crew of 444 was Pete Lacey (053-04-09) Coxswain, and two crew members, Tom Kelmartin (053-04-09), and Scott Graham (053-04-44). 444 and a good Samaritan boat started picking up the debris. In short order, a Coast Guard patrol boat from Station PHL arrived, then two Philadelphia Police Boats and a patrol boat from PA Fish and Boat Commission. The Coast Guard assigned 444 to stand by the capsized boat.

Eventually 444 would wait with the jon boat until a commercial tow boat arrived. The Philadelphia police boats left to work fireworks on the Schuylkill River. After the Coast Guard crew collected information from the survivors, it was decided that the PA Fish and Boat officers would take over the investigation. At the request of the Fish Commission officer, the operator of the capsized boat was transferred to the PA Fish and Game boat. Coxswain Crowley requested one more person taken off to relieve the overloaded condition. 211993 returned to Ridley Marina, where the distressed boat had launched, with four survivors.



*Vessel capsized.*



*The Auxiliary on-scene.*



Throughout the short transit, the 993 crew conversed with the boaters, checking for signs of shock. The Fish and Boat officers determined that the operator had been drinking but was not intoxicated. Around 2100 the commercial tow arrived and relieved 444. 444 was able to get up to the fireworks in time to assist with the safety zone.

The mishap had several causes:

- The boat was badly overloaded.
- Boat operators need to be aware of local conditions. A 16-foot jon boat is small or marginal for the Delaware River. There are large ships and tugs creating wakes. Obviously even a small tug can swamp a boat.
- The boaters admitted they had been drinking. They may not have been intoxicated, but we can wonder if impairment led them to make a bad decision.
- Life jackets are only effective when they are worn while underway. Each of the boaters said they always thought they would have time to put on a jacket. “It all happened so fast”.

Both coxswains agree that when challenged, training kicked in. Both crews cooperated and communicated with great results. Interestingly, a crew on 993, Andy Crowley, Tim Youngern, and John Birkmire (all from 04-09) assisted a fatigued kayaker and rescued a sinking Personal Watercraft Operator at the same time, on a patrol just one month before.

Many factors contributed to a successful outcome in this event. Tragedy was avoided first, because the Auxiliary crew was nearby and Semper Paratus. Second, these Auxiliary crews train on every patrol. Third, The Auxiliarists have made a commitment to support operations and especially marine events. They were able to help because they were on the water, on a holiday, ready to work a “routine” event.

*“The fast action of the Auxiliary crew in this case resulted in rescuing six people in danger,” said Joe Hartline, an Operational Unit Controller at Coast Guard Sector Delaware Bay. “Cases like this show the versatility and capability of the Coast Guard Auxiliary and the role they play in supporting Coast Guard missions.”*

*Patrol boats closing in.*



*Patrol boats closing in.*





# APOLLO

50+ ✨ ✨ ✨ NEXT GIANT LEAP



Photo by NASA.

*USCGC SOUTHWIND, The USCG Icebreaker that received an Apollo BP-capsule from the Soviet Union at Murmansk. Photo by U.S. Coast Guard Archives.*



# LOST USCG LINK TO THE APOLLO MISSION

**From the Photo/Diary of Michael Stronski, a SOUTHWIND crew member and Mike Malone, researcher. Documentary Editor: Roger Bazeley.**

The Soviet Union had recovered an Apollo capsule BP-1227 in 1969 and returned it to the Americans a year later in the extraordinary Cold War visit to Murmansk by the United States Coast Guard Cutter SOUTHWIND, an icebreaker. Recently Michael Stronski, a Southwind crew member, has provided additional extraordinary photographs of the event.

The USCGC SOUTHWIND was originally commissioned as a U.S. Navy vessel on 15 July 1944 but was transferred to the Soviet Union on 25 March 1945 and named Kapitan Belousov. It was returned to the US Navy five years later and renamed "Atka". After years of Arctic and Antarctic service it was handed over to the US Coast Guard on 31 October 1966 and reverted to its original name of "Southwind". After a refitting, the cutter's first cruise was to the Antarctic, where it ripped its bottom out in Palmer Bay and limped back to the United States at 10 knots.

In early 1970, UK-based naval units were training in recovery of an Apollo boilerplate capsule (BP-1227) as part of their assigned mission of rescuing Apollo mission spacecraft in the case of an emergency abort or return to earth. The capsule disappeared at sea. It is not known whether a Soviet 'fishing vessel' nearby was in fact a spy trawler and if the capsule was taken as part of an intelligence operation.



*Apollo BP-1227 is lifted from the pier at Murmansk onto the CGC SOUTHWIND, September 8, 1970. Photo by Mike Malone.*





*Left: CGC SOUTHWIND after Lend Lease Return Paint Scheme. Right: updated Newer Northwind Class USCG Ice Breaker. Photos by USCG Photo Archives.*

In June - November 1970, the CGC SOUTHWIND was sent on an extended Arctic cruise, conducting oceanographic surveys in the Barents and Kara Seas and resupplying US polar bases. Following a visit to Greenland, the CGC SOUTHWIND reached 83 degrees 01 min North on 15 August 1970. Only 419 miles from the pole, this was the northernmost point reached by a U.S. icebreaker to that date.

“The breaker was finally stopped by solid ice at least 10 to 15 feet thick. Due to global warming, by 2007 the ice thickness was half that at this latitude and a waterway one mile wide opened up. This was the first time in millions of years that this had happened”. Michael Stronski notes: "I take it our crew were one of the very last to see the pole as it has been for millions of years".

“A buoy was marked to commemorate the event and dropped into the Arctic Ocean. Since it was payday, they were told this made them the 'highest paid crew in the Coast Guard”. In the far Arctic the CGC SOUTHWIND became locked in the ice. A polar bear, whom the crew affectionately named “Rodney”, ambled by the crew, ambled up to the icebreaker. The crew fed him pizza, Cornish game hens, and finally lasagna.

After getting clear of the ice and heading south, the crew was surprised to find itself being trailed by a Soviet icebreaker, which they dubbed 'Vladimir'. The ship followed them everywhere, but always keeping a proper distance, and hoisting proper signals when the CGC SOUTHWIND came to a stop.

CGC SOUTHWIND then stopped in Iceland and went on to make a visit to Murmansk. This so-called "courtesy call" was the first visit to the Soviet port of a U.S. military vessel since World War II. This photograph shows Deputy Commander of the Soviet Northern Fleet, Rear Admiral Garkusha and his staff boarding the CGC SOUTHWIND from the pilot boat at the entrance to Murmansk Sound. Stronski remembers, "All cameras were supposed to be below deck and all port holes closed. Like a nut I got this picture off from the hanger bay. I was called to the captain's office on this one."

The CGC SOUTHWIND was opened to the public, and over 700 Soviet citizens toured the vessel over the next few days, including Soviet staff officers. The crew was given shore leave on 6 September 1970 and had the unique Cold War experience of buying Soviet rubles and visiting the tourist sites of Murmansk, such as the shops and theaters, the stadium, and the busy streets.

While in Murmansk the crew was surprised to be presented with an American Apollo capsule, which the Soviets said had been recovered by one of their fishing vessels in the Bay of Biscay. It was BP-1227 - the capsule that had gone missing a year earlier. The handover was made with considerable ceremony and covered by Hungarian press representatives. The capsule was loaded onto the ship at the forward gun mount. Lashed to the deck, it accompanied the CGC SOUTHWIND after its departure from Murmansk and later tour of the Kara Sea. (REF: USCGC SOUTHWIND Crew member; Michael Stronski).



*BP-1227 Handover, the picture that started it all. Nandor Schuminszky found this Hungarian press photo from 1971, with the caption that it depicted the handover of an American Apollo capsule from the Soviet Union to the USA on September 8, 1970 in Murmansk. Photo by Nandor Schuminszky.*



While in the Kara Sea, there was an incident where the ship was bumped in the early morning hours by 'Vladimir', the Soviet icebreaker that still shadowed them. Stronski remembers: "I was on the bow at that moment and general quarters was sounded. The next day, our choppers flew over their ship and drop some bags of garbage on their bridge-- payback time. The crew ignored the provocation and continued on their planned cruise".

Following visits to Tromso and Oslo, Norway and Copenhagen, Denmark, the Southwind docked at Portsmouth, England, where the capsule may have been unloaded and turned over to the Royal Navy. It then proceeded to Nova Scotia before finally returning to its home port in Maryland.

Following the completion of the Apollo program, BP-1227 was returned to NASA and then handed over to the National Air and Space Museum. It was finally loaned for one hundred years to the city of Grand Rapids, Michigan, to serve as a US bicentennial time capsule. It is currently on display in Grand Rapids, and not to be opened until 2076.

Currently, the circumstances of the loss of the capsule are still not clear. It is not known whether the Soviet 'fishing vessel' was in fact a spy trawler and if the capsule was taken as part of an intelligence operation. If so, little of value could be obtained from the boilerplate. While the parachute compartments and recovery aids at the top of the boilerplate were probably representative of flight hardware, the rest of the capsule was built of sheet metal with a fiberglass representation of the heat shield. However US intelligence agencies had made Herculean attempts to make detailed examination of similar mock-ups or stripped versions of Soviet spacecraft so this possibility cannot be dismissed.

The story remained obscure and unknown for 32 years until a Hungarian space archivist came across a picture of the event in his archives..."



*Apollo BP-1227 is lifted from the pier at Murmansk onto the CGC SOUTHWIND, September 8, 1970. From the ship's cruise book. Photo by Mike Malone.*



*BP-1227 today, a time capsule not to be opened until 2076, at Grand Rapids, Michigan, USA. Photo by Mark Wade.*

# LOST USCG LINK TO THE APOLLO MISSION

CONTINUED

*The USCG Icebreaker that received an Apollo BP capsule from the Soviet Union at Murmansk, 1971. Photo by U.S. Coast Guard Archives.*



## THE SHIP'S HISTORY

The USCGC SOUTHWIND was originally commissioned on July 19, 1944, in San Pedro, CA California as the ultimate in modern icebreaker design. She was a wind class breaker and joined her sister ships in the Coast Guard's war-time fleet and was assigned duties in the waters of the Arctic escorting ships to our northern outposts.

Similar to other icebreakers of the "Wind-Class", CGC SOUTHWIND was 269-feet in length, 63-feet 10-inches in beam, and displaced 6,481 tons when fully loaded, and had a maximum draft of 29-feet. She was powered by two stern and one bow propellers that were driven electrically by two electric motors that were driven by six Westinghouse DC (Discharging Current) generators that were powered by six Fairbanks-Morse 10-cylinder, 2-cycle opposed piston diesel engines. Her three direct driving shaft motors provided a total of 10,000 shaft horsepower astern, and her armament originally consisted of one 5-inch 38-caliber dual-purpose gun mount and four 40 MM and eight 20 MM antiaircraft machine guns. Her 1-5/8-inch armored steel sides protected her from ice damage, her outboard bulkheads and weather decks were originally insulated internally with a layer of 5-inch and 4-inch cork respectively (later replaced), and her bow was especially designed to break rather than to cleave ice. In plain words, CGC SOUTHWIND was designed for work in the ice.

CGC SOUTHWIND's initial period of service with the U.S. Coast Guard was short-lived for on 25 March 1945 she was transferred to the Soviet Union, one of U.S.' World War II Allies, under the Lend-Lease Program. The Soviets renamed the vessel the "Admiral Markarov" after the famous Russian mariner and naval architect Admiral Stephan Markarov, who had first conceived of the basic icebreaker class design.

While operating under the Soviet flag for nearly five years the vessel served the sea routes of northern Russia and kept shipping channels open in the eastern and western areas of the Arctic. In the summer of 1950, the Soviet Union returned the vessel to the U.S. at Yokosuka, Japan.

To meet the growing demand for U.S. Naval shipping to supply Arctic bases, the CGC SOUTHWIND was awarded to the Navy and as a result a handful of officers and men reported aboard her in the summer of 1950 at Yokosuka to prepare to take her home. On October 1, 1950 after two months of emergency repair work in Japan she was commissioned in the U.S. Navy as USS Atka (AGB-3) after a small island in the Aleutian Chain, and 3 days later departed for Boston. The following summer, upon completion of an extensive overhaul and modernization in the Boston Naval Shipyard, she took her place as an active unit of the U.S. Atlantic Fleet and during her 16 years in Boston she completed a long series of distinguished missions, including nineteen trips to Arctic and nine extensive voyages to the Antarctic.



In 1964, the national icebreaking program was consolidated under the U.S. Coast Guard and one by one the vessels formerly under Navy control were transferred to the Coast Guard. In the fall of 1966, USCGC ATKA's turn came. She was decommissioned by the Navy on 31 October 1966, struck from the Naval Register, and commissioned in the Coast Guard after Commander John S. Blake, USN relinquished command to Captain Sumner R. Dobler, USCG. Shortly thereafter her new crew sailed her from Boston to her new home port in Baltimore, Maryland, and she entered the Bethlehem Steel Shipyard on Key Highway in preparation for Arctic East 1967 and what would follow.

On 18 January 1967, she was renamed from USCGC ATKA to USCGC SOUTHWIND, and by so doing completed a remarkable historical cycle: after more than twenty years, three name changes, and a career of honor under both the flag of the Soviet Union, and commissioning pennant of the U.S. Navy, Southwind finally returned home to the U.S. Coast Guard.

During her second tour of duty with the Coast Guard, CGC SOUTHWIND was home ported at the Coast Guard Yard in Baltimore, Maryland from commissioning in 1966 until December 1972 when she was transferred to her new home port in Milwaukee, Wisconsin. Southwind's base of operations home port remained in Milwaukee until shortly before decommissioning on 31 May 1974 in Baltimore, Maryland. After decommissioning, CGC SOUTHWIND joined the mothball fleet at the Coast Guard Yard, was sold for scrap in March 1976, and was eventually reduced to scrap metal at a nearby shipbreaker's yard.

## Epilogue: The BP-1227 Capsule

Apollo BP-1227 Capsule is displayed in front of the Grand Rapids Public Museum. It turns out that the capsule is an actual Apollo Capsule, but it wasn't a capsule that sat atop an Apollo Rocket. The capsule was made for training astronauts. But, the boilerplate capsule still has quite the history to it! A boilerplate spacecraft, also known as a mass simulator, is a nonfunctional craft or payload which is used to test various configurations and basic size, load, and handling characteristics of rocket launch vehicles. The Apollo Capsule (boilerplate) in front of the Grand Rapids Public Museum is BP-1227.

This capsule was built, along with dozens of other capsules, in the 1960's to test various systems on the Apollo rockets. BP-1227 was lost at sea in early 1970 during a routine training drill to recover the Apollo boilerplate capsule by UK-based naval units.

Later that same year, the capsule that was lost was miraculously recovered by a Russian "fishing vessel". Many believe that the fishing vessel was actually a spy boat that was tracking the capsule as part of an intelligence operation.

The capsule was taken back to Russia, and in late 1970's, the Russians invited the Americans to recover their capsule. On September 8th, 1970 the CGC SOUTHWIND made a stop in Murmansk to recover BP-1227. This was the first visit to a Soviet port by a U.S. military vessel since World War II.

After the capsule was returned, the Smithsonian Institution spent the next several years restoring BP-1227 before it was eventually given on loan to the City of Grand Rapids in 1976. The boilerplate capsule was dedicated to the people of Grand Rapids on December 31, 1976. Students from local high schools filled BP-1227 with everyday items from their lives to form a time capsule. The time capsule was sealed on the last day of our nation's bicentennial year and it is to be opened on July 4th, 2076, as our nation celebrates its tricentennial. (Grand Rapids Public Museum sourced information, 09/17/2019, Grand Rapids Public Museum.com)



Courtesy of Grand Rapids Public Museum





## Nation's only heavy icebreaker departs for Antarctic military operation

SEATTLE — The crew aboard the U.S. Coast Guard Cutter Polar Star (WAGB 10) departed Tuesday, November 26th, 2019 commencing their annual deployment to Antarctica where the cutter and crew will support Operation Deep Freeze 2020, a joint military service mission to resupply U.S. interests in Antarctica.

“We set out today on an important mission, saying goodbye to the friends and families who have supported us and our ship for the past seven-months since we returned from Operation Deep Freeze 2019,” said Capt. Gregory Stanlik, commanding officer of the Polar Star. “We are looking forward to this year’s mission to McMurdo Station with a ship that is running the best it has since reactivation. This mission is critical to the United States and our continued strategic presence on the Antarctic Continent and I have the best crew possible to ensure we safely accomplish our goal.” Homeported in Seattle, the 43-year-old Coast Guard cutter is the United States’ last remaining operational heavy icebreaker. This is the cutter’s seventh deployment in as many years to directly support the resupply of McMurdo Station – the United States’ main logistics hub in Antarctica.

Each year, the crew aboard the 399-foot, 13,000-ton Polar Star create a navigable path through seasonal and multi-year ice, sometimes as much as 21-feet thick, to allow a resupply vessel to reach McMurdo Station. The supply delivery allows Antarctic stations to stay operational year-round, including during the dark and tumultuous winter. Commissioned in 1976, the Polar Star is showing its age. Reserved for Operation Deep Freeze each year, the Polar Star spends the winter breaking ice near Antarctica, and when the mission is complete, the cutter returns to dry dock in order to complete critical maintenance and repairs in preparation for the next Operation Deep Freeze mission.

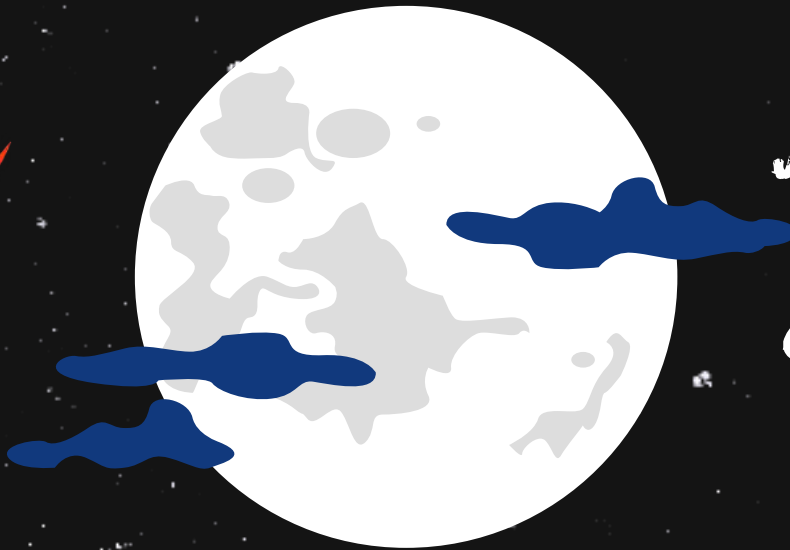
The Coast Guard has been the sole provider of the nation’s polar icebreaking capability since 1965, and is seeking to increase its icebreaking fleet with six new polar security cutters in order to ensure continued national presence and access to the Polar Regions. In the fiscal year 2019 budget, Congress appropriated \$655 million to begin construction of a new polar security cutter this year, with another \$20 million appropriated for long-lead-time materials to build a second.

The Coast Guard and U.S. Navy, working through an integrated program office, awarded VT Halter Marine Inc., a fixed price incentive contract in April for the detail design and construction of the Coast Guard’s lead polar security cutter, including options for the construction of two additional PSCs.

“The Coast Guard greatly appreciates the strong support from both the Administration and Congress for funding the polar security cutter program,” said Adm. Karl Schultz, the commandant of the Coast Guard. “These new cutters are absolutely vital to achieving our national strategic objectives in the Polar Regions – presence equals influence, and we must be present to meet the Nation’s national security and economic needs there in the future. *USCG Public Affairs – PACAREA*

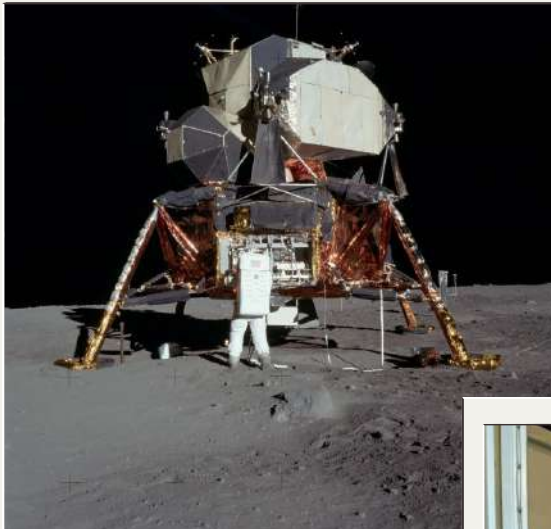


# NASA APOLLO 11 LANDS ON THE MOON

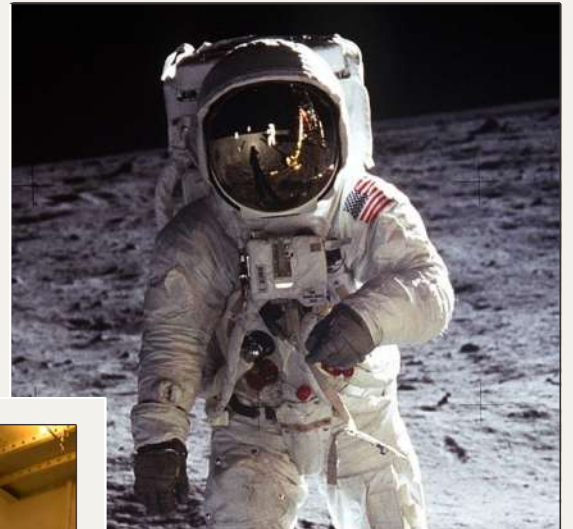


JULY 16, 1969

6:32AM GMT-7



THE APOLLO LUNAR  
MODULE



LUNAR MOONWALK



LOWER ORBIT COMMAND  
CAPSULE LOCATED ON USS  
HORNET MUSEUM, ALAMEDA, CA

LEFT & RIGHT PHOTOS BY NASA, MIDDLE PHOTO BY ROGER BAZELEY.





Air Station SF Dolphin MH-65-D,  
Pilot and CO-pilot with SAR  
equipment displayed. Photo by  
Roger Bazeley.



**AIR STATION SAN FRANCISCO**

# **INTERAGENCY DAY**

Photos and Story by Roger Bazeley

SAN FRANCISCO — Coast Guard Air Station San Francisco hosted multiple state and local response agency aircrews and personnel, April 25th, 2019 for their annual Interagency Day. Interagency Day is an interactive exchange that allows Bay Area first responders to share best practices, develop life-saving skills and foster partnerships. This was Coast Guard Air Station San Francisco's third annual Interagency Day that it hosted, where local first responders come together to show how each agency can help one another more effectively.

The Bay Area first responders gathered at the Coast Guard Station at San Francisco International Airport to develop lifesaving skills that will help during an emergency by conducting vertical surface training regularly to ensure that they are always ready to high-risk rescues, along the unsafe costal cliffs and rocky coastlines of California. (USCG Dolphin MH-65 Helicopter with special 75th Anniversary fuselage colors)



# Galley & Grub

AUXILIARY FOOD SERVICE PROGRAM FEATURE



***I am an Auxiliary Food Specialist  
and a member of***

***TEAM  
COAST  
GUARD***



*Left to Right: Captain Kent Everingham awarded citation with District Eleven Commander Rear Admiral Perter Gautier, center, and new Air Station Commander Captain Thomas Cooper, standing right, Photo by Roger Bazeley.*



# Air Station San Francisco Change of Command

**Photos and Story by Roger Bazeley**

**SAN FRANCISCO** — Captain Thomas Cooper replaced Capt. Kent Everingham as the commanding officer of Coast Guard Air Station San Francisco during a change-of-command ceremony in San Francisco, June 28th, 2019.

Capt. Cooper took command of approximately 125 Air Station San Francisco personnel and six MH-65 Dolphin helicopters which conduct search and rescue, law enforcement, homeland security and maritime environmental protection missions throughout the San Francisco Bay area as well as similar operations in the greater Los Angeles region with aircraft and crews working from the unit's Forward Operating Base at Naval Base Ventura County. Cooper, a native of Woodlawn, New York, reports to the air station from the Center for Strategic and International Studies in Washington, D.C., where he was assigned as a military fellow.

Everingham took command in July 2016 and served as the commanding officer of Coast Guard Air Station San Francisco. During his tenure as commanding officer, Everingham's numerous accomplishments include overseeing 11,800 mishap-free flight hours where MH-65 Dolphin helicopters completed 800 search and rescue cases, 15 counter drug missions and 44 environmental response flights that resulted in more than 300 lives saved and \$5.1 million in property preserved. Everingham was also able to deploy crews in support of Hurricanes Harvey, Irma, Maria and Florence in addition to supporting response efforts during the Santa Barbara mudslides where his crews were able to rescue 38 people. (Ref: USCG 11th District Public Affairs)



Right: CAPT. Kent Everingham awarded the Meritorious Service Medal (MSM) citation with District Eleven Comdr. Rear Admiral Perter Gautier on right.

“I can’t say thank you enough to the Air Station San Francisco team, our partners and my family,” said Everingham. “The monumental success of this unit over the past few years would not have been possible without you. Thank you for making the last three years the best of my Coast Guard career.” Everingham is scheduled to report to Coast Guard Headquarters in Washington, D.C., where he will serve as the chief of the Office of Aeronautical Engineering.

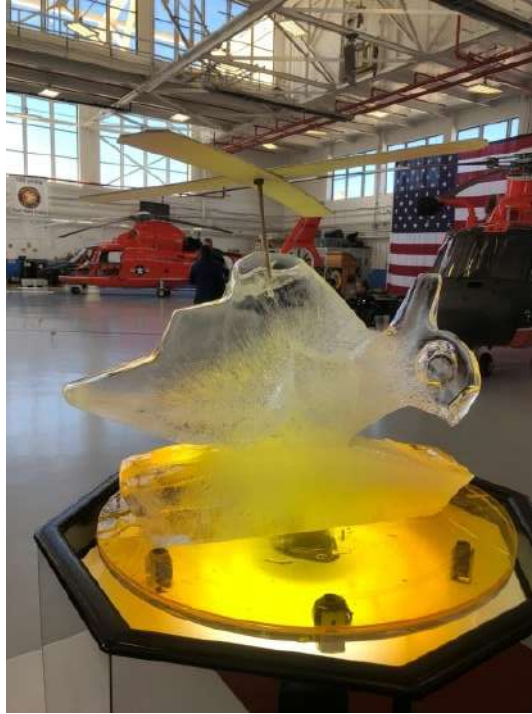


Left: AIRSTA crew in formation. Center: Official party. Right: CAPT Cooper addresses crew.



*Top: AIRSTA SF/SFO color guard departing after placing colors. Left: USCG Piper sounding arrival of official party. Right: Change of Command in AIRSTA SF/SFO hanger.*





# Showcase of Talent

USCG Air Station San Francisco's Change of Command Ceremony was catered by the U.S. Coast Guard Auxiliary Food Specialist (AUXFS) Team with an innovative buffet of various creative dishes, appetizers, and deserts besides the two ceremonial cakes. The food and ice sculpture design reflected the air station's fleet of bright orange Dolphin MH-65-D helicopters. The delicious orange, white and black iced cookies literally flew off the tables where part of the display, while AUXFS Tommy Holtzman's helicopter ice sculpture whirled away on its motorized bottom lighted turntable.



Photo bottom left and right: AUXFS prepared helicopter desert cookies display. Top left: AUXFS member Linda Haynes and John Foley. Top center: Tommy Holtzman ice sculpture. Top right: John Foley, AUXFS member. AUXFS Team not pictured: Michelle Gibson, Bobbi Kamil, and Nancy Holtzman.







*Left photo: LDCR Frey with AUXFS Holtzman. Right photo: CAPT Everingham with wife cutting cake.*



*Air Station COC Cake and USCG Dolphin helicopter cookies prepared by Auxiliary AUXFS members.*



*Left & right photo: USCG Air Station personnel and guests at the magnificent food buffet prepared by AUXFS members.*



*Buffet food line with USCG Auxiliary and USCG Air Station personnel and guests enjoying the AUXFS team's food dishes, which included salads, appetizers, pulled pork sandwiches and many different desserts.*



# A Look Into Auxiliary Food Service

The Auxiliary Food Service (AUXFS) program enhances Coast Guard and Coast Guard Auxiliary mission readiness, effectiveness, and execution by providing food services support to Coast Guard and Coast Guard Auxiliary units by:

- *Promoting and maintaining food service in floating and land based facilities.*
- *Supporting the Coast Guard National Strategic Plan.*
- *Staffing a skilled staff to support Coast Guard operations.*

## Overview and History of the AUXFS Program

After 9/11, it became obvious that Auxiliarists had many new roles that they could play as part of Team Coast Guard. Auxiliarists had been informally supporting stations and cutters by helping in the galleys. In 2006, through the efforts of District 1SR, the Auxiliary Chef (AUXCHEF) program was approved as a pilot program. District 5SR then spearheaded its development, serving at small boat stations, on cutters, and at VIP events throughout the 5th District.

In January 2009, the National Commodore and National Executive Committee approved the AUXCHEF Program as an Auxiliary National Program and this guide was officially adopted in 2010. In 2013, the AUXCHEF program was renamed the AUXFS program to more closely resemble in both name and practice the policies and standards required of active duty Coast Guard Food Service Specialists.

All AUXFS members have been trained using the Coast Guard Approved Auxiliary Food Services Guides and instructors. Training includes both classroom lectures and culinary skills work followed by a standardized performance qualification completion within 1 year of the initial class. Medical screenings and Hepatitis A vaccines along with a yearly sanitation and team coordination training are also required. Due to strict guidance from the Coast Guard, no waivers will be granted under any circumstances.



## Goals of the AUXFS Program

- Give Auxiliarists another means to contribute to and support the Gold Side.
- Provide simple food service training to Auxiliarists.
- Relieve the Culinary Specialists (CSs) at small boat stations and cutters so that they can take leave, attend “C” schools, training, or perform other duties.
- Provide assistance at Coast Guard and Auxiliary VIP events.
- Provide training and support to Food Service Specialists (FSs).
- Improve the morale of Coast Guard personnel.
- Demonstrate to the Gold Side the importance and diversity of the Auxiliary.
- Support the Coast Guard and Auxiliary in emergencies.
- Add to the activities in which Auxiliarists participate, adding interest to their career.

## Qualifications for the AUXFS Program

- A desire to help and support the active duty Coast Guard
- Cooking experience not a requirement.
- Available time to volunteer.
- Completion of the AUXFS Training Program and PQs, including Team Coordination Training (TCT) (if required by the Coast Guard unit assisting support) and getting the Hepatitis-A vaccination.
- To teach AUXFS courses, a member must be certified as an Auxiliary instructor, undergo the AUXFS program, and hold an AUXFS qualification.

## AUXFS Duties

Under the supervision of the unit Food Service Officer (FSO) and/or Senior AUXFS, a trained AUXFS will:

- Plan meals and shopping lists.

*\*AUXFS shall not do any direct purchasing, with or without a unit credit card, as this would be a violation of Coast Guard and federal policies and regulations.*

- Prepare meals, serve meals, and provide clean up support.

## Health Issues

Hepatitis A Shots are required. The Coast Guard can provide the shots at a Coast Guard health care facility if supplies and operations allow. However, all AUXFS must provide proof of their vaccination in accordance with Appendices C & D. AUXFS members are required to get yearly food service screenings from either general practitioner or Health Service Technician (HS). The AUXFS must be physically able to handle the assignment.



## Uniform

The ODU is generally the required uniform for AUXFSs working at a station or on a cutter. However, a unit may prescribe a different uniform (See Appendix C for uniform details). For VIP events, a white chef coat, black pants, and black shoes will be required. There are many sources for inexpensive chef clothing.

## Overview of the Food Service Environment

The Coast Guard Dining Facility (CGDF) may contain the following:

- Galley – food preparation and holding
- Serving line – plates and utensils, serving equipment (steam tables and cold serving bars), cooking surfaces for cook-to-order food
- Mess deck – drink dispensers, chilled salad bar, tables and chairs
- Scullery – food disposal areas, sinks/dishwashers/sanitizers
- Food storage –dry storage, refrigerators, and freezers

## Cooking Equipment

Cooking tools and equipment are essential for preparing extraordinary food and drink –the kind of meals that people keep coming back for. When used and maintained properly, cooking equipment will serve you well. This same equipment can also be very dangerous. In addition, cooking equipment when used or maintained improperly can become very expensive. Equipment can burn, cut, or smash various parts of the body. AUXFS become familiar with the equipment before using it. It is important to recognize when the equipment is not working properly. The depth and level of training to be a chef or food service leader is incredibly detailed and complex and the results of servicing USCG Cutters. (References: USCG and Auxiliary Food Services AUXFS PQS/Manuals)

**U.S. Coast Guard Auxiliary  
Food Service Program**

**Galley & Grub**

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# THE NAVIGATOR'S CORNER



**A collection of recent letters and awards of the  
U.S. Coast Guard Auxiliary**

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- 3. From The Commander-In-Chief**
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- 5. Naval Aviator Joins The Auxiliary**
- 6. Rear Admiral McClelland**
- 7. Sailor of the Quarter**

*Donald Funderburk, Andrew Niquette, and Rory Niquette tour the Kinder Morgan natural gas plant in Savannah, inspecting PATONS with the Operations Manager. Photos by Andrew Niquette.*



# DEDICATION

By Andrew Niquette, AUXPA3

**We are proud to introduce this new feature of Navigator Express, highlighting recent letters and awards that are relevant to the Auxiliary. The Navigator's Express is dedicated to Auxiliarist Don Funderburk of Flotilla 10-2, District 7 in Savannah, Georgia, where his guidance and mentorship has been a vital asset to the U.S. Coast Guard and the Auxiliary for decades. Don holds a wealth of knowledge pertaining to navigation, and has frequently trained active duty guardsmen in the art.**

**In Flotilla 7-10-2, Don has served in many roles, including as the former Flotilla Staff Officer of Publications (FSO-PB) and currently as the Flotilla Staff Officer of Navigation Services (FSO-NS). As the navigations officer, Don works directly with ANT Team Tybee in inspecting and updating both aids to navigation (ATONS) and private aids to navigation (PATONS) within Sector Charleston. In his former role as FSO-PB, Don published a section of the flotilla newsletter "Now Hear This!" called "The Navigator's Corner", where he shared his passion and knowledge of navigation in the form of educational and training articles.**

**Don's accolades include prestigious recognition, including being one of twelve Auxiliarists to receive the coveted Auxiliary Cutterman insignia, as well as the President's Lifetime Service Award.**

**Don has served as a great friend and mentor of mine since the beginning of my Auxiliary journey, introducing me to publications where I would continue his work as his FSO-PB successor in publishing "Now Hear This!" (renamed "Savannah Underway"), recognized throughout the Auxiliary nationally. His life dedication to the Auxiliary stands true with this dedication of Navigator Express' own "Navigator's Corner".**





THE COMMANDANT OF THE UNITED STATES COAST GUARD  
WASHINGTON 20593

**MAY 16 2019**

The Commandant of the Coast Guard takes pleasure in presenting  
the COAST GUARD UNIT COMMENDATION to:

**UNITED STATES COAST GUARD AUXILIARY**

for service as set forth in the following

**CITATION:**

“For exceptionally meritorious service from June 24, 2014 to June 23, 2019 while providing extraordinary levels of public service and support to the United States Coast Guard. Whether supporting response operations for national disasters or local mishaps, the Auxiliary always answered the call enhancing Coast Guard mission performance. In 2017, exceptional Auxiliary talents were brought to bear in response to Hurricanes HARVEY, IRMA, and MARIA. Auxiliarists filled essential incident command post watch positions, augmented active duty units, and provided over 19,000 hours of vital support to the Seventh and Eighth Coast Guard Districts. In 2018, the Auxiliary provided the initial on-scene response to the tragic “Duck Boat” sinking in Branson, Missouri. Auxiliary assets maintained safety zones for over 100 hours, and were instrumental to the preservation of the accident site security. The Auxiliary also forged new and innovative ways to support the Coast Guard, including establishment of programs that assisted Coast Guard chaplains and financial educators, and the creation of a revolutionary partnership with the “Sea Scouts,” providing a new generation of America’s youth with an attractive path to becoming part of the Coast Guard. The Auxiliary’s unflagging compassion and generosity were invaluable to the sustainment of Coast Guard workforce readiness during the unprecedented 35 day partial federal government shutdown in January 2019. Demonstrating unheralded professionalism and extraordinary commitment, the Auxiliary conducted over 977,000 vessel safety checks and marine dealer visits, delivered over 133,000 hours of boating safety instruction, logged nearly 17 million hours of support, saved over 700 lives, assisted over 19,700 boaters in distress, prevented the loss of more than \$101 million in property, and cast an indelible image of superb service to our Nation’s maritime public. As the Auxiliary marks its 80<sup>th</sup> anniversary, the professionalism, pride, and devotion to duty displayed by the United States Coast Guard Auxiliary are in keeping with the highest traditions of the United States Coast Guard.”

/s/

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







THE WHITE HOUSE

WASHINGTON

June 23, 2019

As Commander in Chief, I am pleased to join our grateful Nation in celebrating the 80th anniversary of the United States Coast Guard Auxiliary.

Since 1939, the dedicated men and women of the Coast Guard Auxiliary have served our Nation with courage, honor, and resolve, selflessly volunteering to help preserve the safety and security of our Nation's coasts and waterways. From keeping a vigilant watch over America's shorelines during World War II to helping achieve today's historic low rates in national boating accidents and fatalities, Coast Guard Auxiliarists have consistently set the standard for excellence.

For the past 80 years, Coast Guard Auxiliarists have exemplified the Coast Guard's motto of *Semper Paratus*, consistently providing rapid and vital support in the wake of major national response and recovery operations. During Hurricanes Harvey, Irma, and Maria in 2017, and Hurricanes Florence and Michael in 2018, the men and women of the Coast Guard Auxiliary were among the first to assist in civilian relief and cleanup efforts. Moreover, they have been at the vanguard of recreational boating safety, educating the public in classrooms, in marine equipment retail outlets, and at boat ramps and marinas across America. This unparalleled devotion demonstrated throughout their distinguished history embodies the highest levels of citizenship, patriotism, and community service.

Melania joins me in thanking the Coast Guard Auxiliarists and all of our Nation's service members for their service and sacrifice. We send our best wishes for a memorable and joyous celebration.

A large, stylized handwritten signature in black ink, appearing to read "Donald Trump".





**United States Coast Guard**  
U.S. Department of Homeland Security

01 NOV 2019  
FM: CHDIRAUX  
TO: ALAUX  
ALAUX 014/19

**SUBJ: AUXILIARY-SEA SCOUT YOUTH DEVELOPMENT (AUXSCOUT) PROGRAM  
- NATIONAL IMPLEMENTATION**

1. In August 2018, a Memorandum of Agreement (MOA) was signed by the Auxiliary, the Auxiliary Association Inc., Boy Scouts of America (BSA), and the Sea Scouts that laid the foundation for stronger partnership between the Auxiliary and the BSA's Sea Scout subsidiary. It authorized closer interaction between these organizations than ever before, and carried the strong support of the Commandant, Auxiliary National Commodore, and BSA and Sea Scout leadership. Most notably, the Auxiliary was authorized to enroll Sea Scout youths as young as 14 years of age (until that point, 17 was the youngest age authorized for Auxiliary enrollment).
2. The enhanced partnership between the Auxiliary and the Sea Scouts is expected to yield significant benefits for both organizations including enriched Coast Guard and Auxiliary recruiting, improved Sea Scout training opportunities, and better overall promotion of recreational boating safety among the boating public.
3. Pursuant to the MOA, the Auxiliary-Sea Scout Youth Development (AUXSCOUT) program has been designed and prototyped in the D5-Southern Auxiliary Region (D5-SR) and D9-Eastern Auxiliary Region (D9-ER) since March 2019. Auxiliary flotillas and divisions in these regions have successfully and enthusiastically partnered with their local Sea Scout Ships under guidance outlined in a Standard Operating Procedure (SOP) document issued by the Chief Director of Auxiliary (CHDIRAUX). This prototype program was highlighted by the first Sea Scout Ship chartering and enrollment of Sea Scout youth by an Auxiliary flotilla in D5-SR. Auxiliary and Sea Scout leadership at all organizational levels from national to Auxiliary flotillas and Sea Scout Ships have eagerly looked forward to national implementation.
4. Best practices and lessons learned thus far have been incorporated into a more robust SOP for national AUXSCOUT program implementation. Like the MOA and prototype SOP, it has been cleared by the Office of General Law (CG-LGL) and the Office of External Outreach (CG-0923), has been shared with Coast Guard Area and District prevention Chiefs, Directors of Auxiliary, and Sea Scout leadership and is now promulgated under a policy letter signed by CHDIRAUX on November 1, 2019. All Auxiliary districts and regions are authorized to engage in the AUXSCOUT program. The MOA and SOP, along with an executive summary, can be found at the AuxBWiki site: [http://auxbdeptwiki.cgaux.org/index.php?title=Sea\\_Scouts](http://auxbdeptwiki.cgaux.org/index.php?title=Sea_Scouts) and it will soon be posted on the Auxiliary national Human Resources Directorate site: <http://wow.uscgaux.info/content.php?unit=h-dept>.



LCDR Wojcik stands in front of a Huey helicopter. Photo by U.S. Navy Archives.



# U.S. NAVY AVIATOR JOINS COAST GUARD AUXILIARY

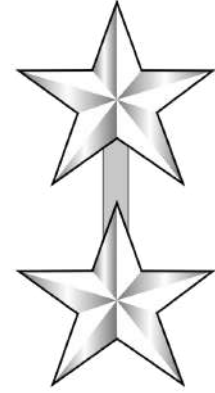
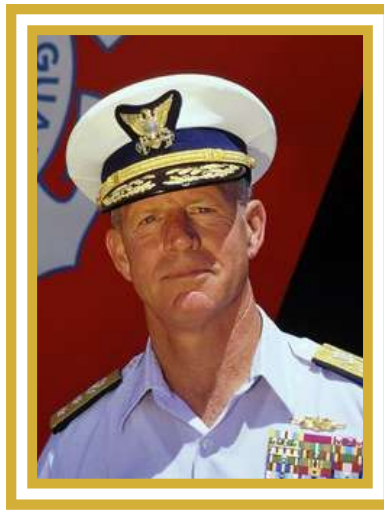
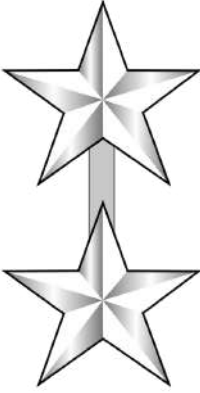
By Sean Peoples, Auxiliary Publications Division Chief

Retired U.S. Navy pilot, Dean J. Wojcik, was recently sworn in as a member of the East Hartford, Connecticut flotilla of the United States Coast Guard Auxiliary, a part of the Auxiliary's New London Division. Mr. Wojcik, a Salem, Connecticut resident, was honorably discharged from the U.S. Navy in 2009 as a naval aviator with the rank of Lieutenant Commander.

After receiving a Navy Reserve Officer Training Corp (NROTC) scholarship to attend the College of the Holy Cross, Mr. Wojcik was commissioned in 1988 as an officer and selected for flight training in Pensacola, FL. He graduated from flight school in 1990 as a fixed wing and rotary wing pilot and subsequently served eight years as an Aircraft Commander. During the course of his naval career, Mr. Wojcik served among others, at the following commands: admirals staff, Commander of Naval Base Jacksonville in Florida, and National Strategic Command at Fort MacNair Washington, D.C. as a senior analyst developing anti-terrorism/force protection policies and exercises. Mr. Wojcik joined the naval reserves in 2001 and received a presidential recall back to active duty. He was assigned to the U.S. European Headquarters 4-Star Command in Germany in support of U.S. operations in Central Asia and the Middle East. After returning home, he received a master's degree in Homeland Security Leadership from the University of Connecticut. Mr. Wojcik currently works as a State of Connecticut Conservation Officer where he enforces all state boating, fishing and hunting laws and regulations.

Mr. Wojcik is seeking to start an Auxiliary aviation detachment (AUXAIR) at the East Hartford Flotilla. AUXAIR is a highly professional and integral part of the Coast Guard search and rescue team and its homeland security forces. As such, it participates in many Coast Guard missions including search and rescue operations, marine safety, pollution response, logistic transport missions, aids to navigation, ice reconnaissance and providing security for ports, waterways and coasts. The area of responsibility for the New London Division is from the Connecticut River, east to Rhode Island and from the Massachusetts border to Long Island Sound.





## **Rear Admiral Joseph J. McClelland, USCG (Ret.)**

The Commandant of the United States Coast Guard takes great pleasure in presenting the Coast Guard Distinguished Public Service Award to Rear Admiral Joseph McClelland, United States Coast Guard (Retired), in recognition of his service as Chairman of commissioning events in Honolulu, Hawaii between early 2017 and September 2019, for Coast Guard Cutters OLIVER BERRY, JOSEPH GERCZAK, KIMBALL, MIDGETT, and WILLIAM HART. Undaunted by the sheer scope of commissioning two 418-foot National Security Cutters in one August 2019 ceremony, you deftly undertook myriad complex tasks to ensure each cutter's transition from shipyard sail away to their respective christenings. Your unrivaled commitment, peak professionalism, and superior organizational skills directly contributed to the success of these events. Working with the Navy League, the Coast Guard Foundation, industry partners, and many other organizations, you put together a volunteer consortium that raised funds, oversaw the procurement of tens of thousands of dollars worth of equipment, and organized multiple commissioning receptions that hosted over 2,500 guests. Your personal efforts and leadership bolstered relationships with dozens of local partners and raised more than \$150,000 to pay for special procurement items. As the local Honolulu point of contact for the active duty commissioning project officers, you secured reservations for the various venues, and all of the food and refreshments served at the ceremonies and receptions. Furthermore, you took the extra effort to meet with the plank-owner commanding officers and their cutter crews during the lead-up to each commissioning event. Your efforts assisting the Coast Guard field these remarkably capable new Fast Response and National Security Cutters, coupled with your remarkable dedication to public service, are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.





# SAILOR OF THE QUARTER AWARDED TO AUXILIARIST

By Reid Oslin

SANDWICH, MA – A member of the U.S. Coast Guard Auxiliary from Cape Cod has been accorded a rare honor by an active duty Coast Guard Station.

Auxiliarist Reid Oslin of West Dennis, a member of the Auxiliary’s Chatham Flotilla, was selected as “Sailor of the Quarter” by the crew at Station Cape Cod Canal for the period ending on September 30. Oslin, who stands a communications watch at the station on three days each week, was cited for “outstanding performance of duty” during the period, which saw him stand 45 watches totaling more than 200 hours. During that time, he logged 30 station mission sorties, 11 vessel boardings, and oversaw communications during five search-and-rescue (SAR) cases conducted by station boat crews. Two of the SAR cases resulted in successful tows of disabled vessels, assisting five on-board mariners, and saving an estimated \$45,000 in property values.

“Your hard work and dedication serves as an inspiration for all of Station Cape Cod Canal,” Chief Petty Officer Nicholas R. Crews, the unit’s Officer-in-Charge, wrote in his citation.

Oslin has been a watchstander at Station Cape Cod Canal since 2017. Prior to that time, he served in the same capacity at Coast Guard Station Point Allerton in Hull, Massachusetts.

*Photo: Coast Guard Auxiliarist Reid Oslin (center) received Coast Guard Station Cape Cod Canal’s “Sailor of the Quarter” award from Petty Officer First Class Brandon Sand (left), the unit’s executive petty officer; and Chief Petty Officer Nicholas Crews (right), Officer-In-Charge. Photo by BM3 Conor Harris.*



# AUXILIARY SCUTTLEBUTT

## AUX JACK

Aux Jack is the creation of Auxiliarist and cartoonist Brady McNulty of District 13. This is the third one in the series.



*“Lastly, I’d like to stress the importance of following uniform regulations as we move into fall weather.”*



# AUXILIARY SCUTTLEBUTT



**By Thea Narkiewicz, Auxiliary Public Affairs Director**  
**Photos by USCG AUX PA**

A weekend of fellowship, training, and stewardship began on Thursday, August 22nd at the Rosen Centre in Orlando, Florida to celebrate the 80th Anniversary of the creation of the Coast Guard Auxiliary. The Auxiliary National Convention, called NACON for short, is a convention that brings together leaders of the national staff including the executive committee and directorate and district cadres, to meet and discuss relevant and innovative projects from around the United States. Not only does this weekend mean important meetings and business affairs, it also encompasses the fourth cornerstone of the Auxiliary, fellowship. There is ample time to discuss collaborative efforts, brainstorm innovative projects to help out the active duty component of the Coast Guard, and catch up on past projects.

District Seven of the Coast Guard Auxiliary has been the host district for NACON for the past 3 years and always provided great southern hospitality to members of the Auxiliary from around the United States. District Seven encompasses all of South Carolina, and major portions of Florida and Georgia and has approximately 4,300 volunteer members. Not only are they gracious hosts, they also take part in providing the Coast Guard with significant mission and personnel contributions. In 2019 alone, these contributions include; at least 290,000 hours of recreational boating safety hours; completed 22,150 operational hours; performed 322,000 marine dealer visits; conducted 20,476 vessel examinations; executed 89 search and rescue assists; and saved 13 lives.

# AUXILIARY SCUTTLEBUTT

## International Sessions

For our international counterparts, special roundtables were created to talk about various topics including; possible training exercises and mutual assistance between the Dominican Republic and the Philippines. A mock oil spill was also simulated to engage cooperation between all parties to achieve a certain goal, which in this case was to remediate the situation with as little damage to environmental assets as well as maintaining keen public awareness and interaction. As featured speakers, the directors and deputies of the Response Directorate and International Directorate were invited to speak about their responsibilities in assisting Team Coast Guard in performing response efforts as well as international relations, respectively. This table-top exercise assisted in bridging gaps between the Coast Guard Auxiliary and the Dominican Republic Naval Auxiliaries and the Philippines Coast Guard Auxiliary as well as instilled motivation to become more relevant, flexible, and professional when executing international missions.

## Workshop Sessions and Breakout Trainings

In the early afternoon on Friday, training workshops began and were presented by subject matter experts to continue to provide the Auxiliary members with updated information and training. Some of the trainings included; Introduction to and Ship Building in the AUXSCOUT Program; Instructor Development; Overview of Navigation Systems; Succession Planning; NOAA/NWS Marine Weather; IT Help; Social Media for Beginners; Public Education Marketing; Life Jacket Wear Study Observer Program; Paddlecraft Safety; the new Flotilla Leadership Course; and GAP Analysis. These trainings are integral to the success of the Auxiliary not only because of the shared knowledge, but also because it helps develop the programs and diffuse them through the Auxiliary. Throughout the weekend, members with questions or ideas regarding the subject matter are given ample time to discuss with directors and deputy directors of the 14 directorates over breaks, lunches or dinners, or even in passing through to different sessions.

For the instructors of the workshop trainings, attendance of new and fresh faces to the Auxiliary instill a sense of hope of continuance of programs in our future leaders. People who are eager to learn and become subject matter experts themselves proudly introduce themselves and with true altruism, extend their hand to volunteer to learn how to become a better Auxiliarist and more of an asset to the boating public. The audience also helps the instructors gauge interest in their programs and provides an insight into how other members view and utilize their programs specifically.

## National Board Meeting, Guest Speakers, and Awards Presentations

Early Saturday morning, NACON was into full swing with the national board meeting which includes all of the national executive staff, commodores from each district, and representatives from several agencies around the world who collaborate with the Coast Guard Auxiliary. With the announcement of the commencement of the meeting, all attendees were charged with honoring the flag by reciting the pledge of allegiance and viewing the posting of the colors.





# AUXILIARY SCUTTLEBUTT

Chaplain of the Coast Guard, Captain Thomas Walcott, provided an invocation. As a memorial to the fallen Auxiliarists from the past year, their passing was commemorated by a tolling of a ship's bell after recitation of the fallen members' name. One could hear the lingering echoes of the District Seven Bagpipe Band as they played a memorial song, "Amazing Grace", to dignify the passing of Auxiliary members.

This meeting, which was mostly a business meeting, incorporated guest speakers to help solidify the Auxiliary brand as well as educate members about current events within Team Coast Guard. These guest speakers included; Rear Admiral Richard Timme, CG-5P, Assistant Commandant for Prevention Policy; Ms. Lisa Johnson, USCG Personal Financial Program Manager; Captain Luz Escarralla, Philippines Acting Commander, Coast Guard Civil Relations Service; Major General Mark Smith, National Commander of the Civil Air Patrol; Ms. Christine DeGraw, US Coast Guard Ombudsman Coordinator; Commander Michael Smith USCG (ret), Director, Grand Haven Coast Guard Fest; Commodore Armande D'Allessandro, Dominican Republic Naval Auxiliaries; Rear Admiral Cari Thomas, USCG (ret), President, Coast Guard Mutual Assistance Program; Captain Thomas Walcott, Chaplain of the Coast Guard; Gary Cheney, Chief Commander from the United States Power Squadron; Ms. Peg Phillips, Executive Director of the National Safe Boating Council; Vice Admiral Beethoven Sur, National Director of the Philippines Coast Guard Auxiliary; Mr. Ed Tillet, Editor in Chief and Mr. Jeff Jones, Publications of Waterway Guide; Mr. Darren Wright, National Weather Service, National Marine Program Leader; Chief Nicholas Wernicke, USCG Subsistence Program Manager; Commodore T. W. Cook, National Commodore Sea Scouts and Bruce Johnson, CGAUX Sea Scouts National Leader; Captain Scott Johnson, Chief Director of Coast Guard Auxiliary; and Admiral Charles Ray.

The guest speakers were allotted a portion of time to provide insight to what their respective programs included, how they impacted Team Coast Guard, and how the continual assistance from the Coast Guard Auxiliary played an integral part in its' functioning. Several gifts were bestowed upon the Coast Guard Auxiliary including; a life ring that salutes the 80th anniversary of the Coast Guard Auxiliary and framed flag presented by Coast Guard Grand Haven Fest organizers and a framed print and pennant from the Coast Guard Mutual Assistance. Prior to departing the stage, National Commodore presented each speaker with a token of appreciation for their dedication to the Coast Guard Auxiliary.

Several national awards such as; Vessel Examination and Partner Visitation Awards; Diversity NACO 3-Star Awards; and Public Affairs, Publications, Photography, and Videography Awards were also presented to commodores to award to winning members within their specific district.

## **Fourth Cornerstone Dinner**

At the adjournment of the business meeting and closing of training for the evening, Auxiliarists were invited to attend a Fellowship Banquet that was patriotically themed. Members were encouraged to participate in socializing with other Auxiliary members from around the United States as well as our fellow international counterparts. We also were able to use our raffle tickets from the uniform inspections throughout the weekend by District 7 to get prizes!



# AUXILIARY SCUTTLEBUTT

## Commodore's Banquet

The pinnacle of the weekend, the Commodore's Banquet, was held Saturday night with an attendance of approximately 380 Auxiliarists, 37 active duty, and 24 international attendees. Auxiliarists from around the United States gathered to listen to the keynote speaker, Vice Admiral Charles Ray of the United States Coast Guard. Admiral Ray addressed the Coast Guard Auxiliary's defining moments throughout the past 80 years and placed special emphasizes on what the Coast Guard Auxiliary has most recently done including; helping out during the government 35 day shut-down, assisting with various life-saving missions, and helping out aboard cutters and at several Coast Guard stations in a multitude of missions.

VADM Ray also presented NACO King with several prestigious tokens of appreciation from the President of the United States, the Commandant of the Coast Guard, and Sean Patrick Maloney, a Representative of Congress for the State of New York. These presentations were to signify the continuous and unwavering support of the Coast Guard Auxiliary and their contributions to the Coast Guard and to the United States of America since 1939.

Two of the most prestigious awards in the Auxiliary were presented as well; the Charles S. Greenoff Inspirational Leader Award and the Auxiliarist of the Year Award. The Charles S. Greenoff Inspirational Leader Award was awarded to a Flotilla Commander that within the past year has provided exemplary service to self and others as defined by exemplary and inspiring leadership. This year, the award was presented to Karl Keller of District Eleven.

The Auxiliarist of the Year Award is presented to an Auxiliarist who demonstrated sustained, exceptional standards of proficiency and conduct, and whose appearance and bearing were consistently impeccable, shall be considered for nomination. This award parallels the awards for the Coast Guard Enlisted Person of the Year (EPOY) and the Civilian Employee of the Year (CEOY) awards. This was awarded to Auxiliarist Alison G. Blind of Ninth District-Western Region Flotilla 31-4 in Holland, Michigan. Check out their interviews in the 2019 NAVIGATOR!

Throughout the whole weekend, there was much fun, comradery, and learning to be had. National staff members were able to interact with the upper echelon of their leadership and put faces to names on the computer and build stronger bonds within a national scope. The weekend was jam packed with a plethora of activities that kept all Auxiliarists "thinking Auxiliary" and working on becoming ready, relevant, and responsive. Let's see what next year brings us!



# AUXILIARY SCUTTLEBUTT

**'scut-tle-butt:** A drinking fountain in the Coast Guard is called scuttlebutt. A scuttlebutt in old days was a cask that had openings in the side, fitted with a spigot. Sailors used to congregate at the scuttlebutt or cask of water, to gossip or report on day's activities.\*

In this section, you will find important updates and links to critical information to keep you up-to-date on the current happenings in the Auxiliary.

\* *from the USCG Glossary*

## **Send us your publications, articles, and photos!**

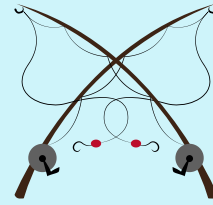
We'd love to see the difference you're making and sharing it with the Auxiliary nationwide!

### **Submission Guidelines:**

- Photos for use in NavEx must be at least 5MB and acceptable for publication. They must also include a detailed caption in APA format.
- Articles must be written in APA format and submitted as a Word document in standard 12 point, Times New Roman format. Proper spelling and grammar is required for publication use.
- Tips and suggestions are always encouraged from ALL!

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

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(46 U.S.C. 8906 | 46 U.S.C. 3318(j)(1) | 33 U.S.C. 1232(a))

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**For more information about the U.S. Coast Guard Auxiliary, visit:**

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# AUXILIARY SCUTTLEBUTT

## Cover Photo:

YERBA BUENA ISLAND, CA - Sea Scouts "Safety at Sea" cadets training on water pipe tree to stop and patch leaking ship board piping systems with pressurized water flow.  
Photo by Roger Bazeley.



## Safety At Sea:

YERBA BUENA ISLAND, CA - Sea Scout Cadets practicing firing off emergency flares using safe handling training to become comfortable in correctly using emergency flares during the Safety at Sea annual event.  
Photo by Roger Bazeley.



## Galley & Grub:

USCG Air Station San Francisco: Departing USCG air station Commander Eveningham standing with AUXFS Tommy Holtzman in front of Tommy's Dolphin Helicopter ice sculpture. Photo by Roger Bazeley.



## Back Cover:

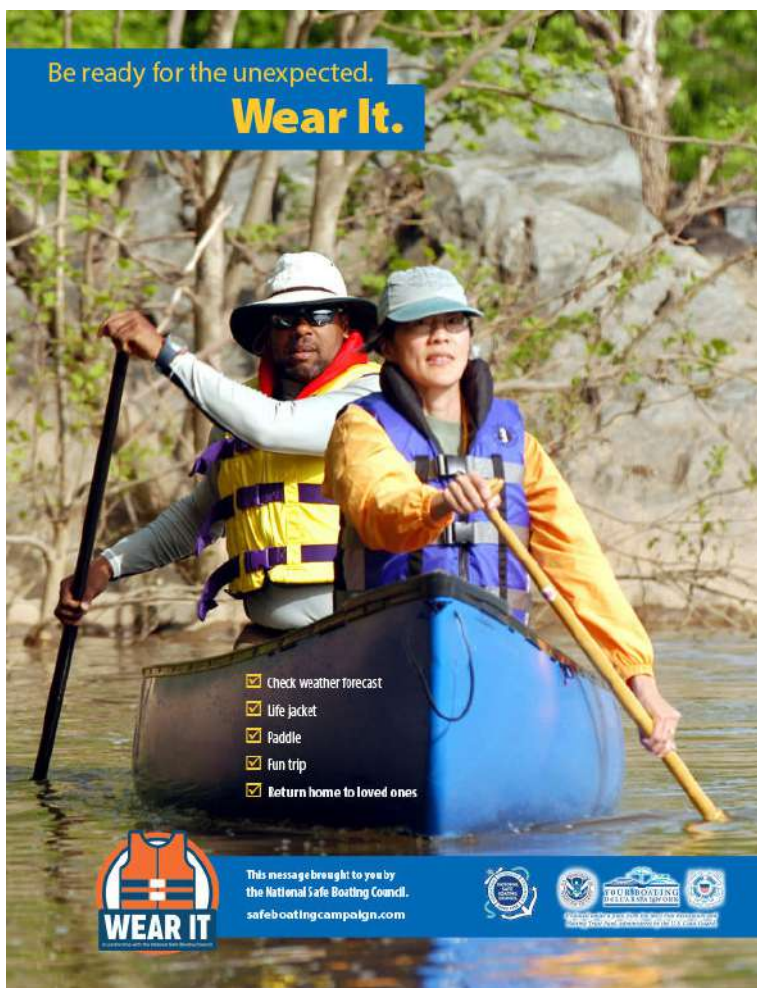
Top photo: ALAMEDA, CA - USCGC STRATTON returning to Alameda after a long and successful deployment.  
Bottom photo: YERBA BUENA ISLAND, CA - View of the new east tower of the San Francisco-Oakland Bay Bridge through repaired and repainted Bell Buoys. Photo by Roger Bazeley.



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- Coast Guard Auxiliary Association members and staff

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Be ready for the unexpected.  
**Wear It.**

- Check weather forecast
- Life jacket
- Paddle
- Fun trip
- Return home to loved ones

**WEAR IT**

This message brought to you by the National Safe Boating Council. [safeboatingcampaign.com](http://safeboatingcampaign.com)



**#TeamCoastGuard**

***Always  
ready, we  
stand the  
watch.***



***America's Volunteer Guardians***



# NAVIGATOR *EXPRESS*

